



MENA, POLK COUNTY, ARKANSAS

The Ozark Mountain Region, in which Polk County is situated, affords the best locations for ideal rural homes.

Here the general farmer can most profitably produce corn, oats, wheat, cotton, alfalfa, clover, broom corn, millet and all forage plants used in raising livestock and poultry.

Here the Fruit and Truck Grower has everything in his favor. Winter apples and peaches succeed here when they fail in other localities, and these, together with pears, plums, cherries, grapes, strawberries, blackberries, cantaloupes, melons, potatoes, tomatoes, onions and commercial truck crops generally, yield splendid financial results. Large shipments are made from Mena, Hatfield, Cove, Vandervoort, Wickes and Granniss, towns on the railway in this county.

Here the stock raiser has in his favor a mild climate, excellent natural pasturage, a long growing season for the cheap production of forage and a short, quick transport to market. No better country anywhere for raising horses and mules, cattle, hogs, sheep, goats and poultry.

Good lands, unimproved, can be had in many localities moderately convenient to transportation for ten dollars per acre and improvements cost less here than one-third of what they do in an old settled country. Lumber is cheap and fuel can generally be had for the hauling.

Mena, Ark., the county seat, has 5,000 inhabitants and is an excellent business point. It has an abundance of raw material for furniture factories, cooperage, box, crate and woodenware factories; for slate products of all kinds; brick manufacture; cotton seed oil and fertilizer factory; fruit canning, preserving, and pickling works; creamery, cheese factory and other enterprises. Owing to the rapid settlement of the adjacent country there are also good openings in commercial and professional lines.

The greatest attraction of Mena and Polk County for the health seeker is its splendid summer and winter climate. There is no hot, sultry summer or grim, cold winter in this region, but instead, a cool bracing temperature in a pure undefiled atmosphere. Pure, soft water is found everywhere and excellent medicinal springs abound in many places. The altitudes of the City of Mena vary from 1200 to 1600 feet.

Visitors may be accommodated in three good hotels and can also find accommodations with private families.

The Mena Land and Improvement Company has in Mena some fifty or more cottages and more pretentious buildings which it will rent or sell to those who may desire to locate at Mena, or who may desire to spend their summer or winter vacations there. Descriptions will be furnished on application to

Mena Land & Improvement Co.

W. C. B. ALLEN, Manager

Investigate Southwest Louisiana

No blizzards, no sunstrokes, no floods, no drouth! Three crops annually. Rich prairie soil, well drained and immediately productive. Excellent transportation facilities. Good roads, good schools, good neighbors. Wonderful opportunities.

The lands I offer belong to me and I deal direct with the homeseeker. I have land for sale and for rent on very acceptable terms. Illustrated literature and full information on request.

J. B. WATKINS, Lake Charles, La.

Good Farm Lands for Sale Cheap

Located in Sevier and Howard Counties, Ark., and McCurtain County, Okla.

We have thousands of acres of fine lands of the **Dierks Lumber & Coal Company** for sale to actual settlers who want good bottom or up-lands for agricultural purposes. These lands are especially adapted to the growing of corn, cotton, wheat, oats, rye, barley, sorghum, ribbon cane, millet, cow peas, peanuts, sweet and Irish potatoes, and all kinds of garden truck; all kinds of fruits and berries, including peaches, apples, pears, plums, blackberries, raspberries, dewberries and grapes.

Located near foothills of the Ozarks, health and climatic conditions are fine, thus making it an ideal place for a home.

We are offering these lands at exceedingly low prices and on terms that will enable any man to own his own farm.

Price: \$5.00 to \$15.00 per acre.

Terms: Small cash payment down, and balance in easy yearly payments.

For further information see or write:

FRED J. LEEPER,
Sales Agent,
De Queen, Ark.

JOHN CRAIG,
Sales Agent,
Broken Bow, Okla.

Little River County Valley Lands

- 40 A. improved farm; 3 Mi. from Winthrop; 6 cult., \$15 A.
 80 A. improved farm; 3 Mi. Winthrop; 35 cult., \$16 A. Terms.
 160 A. creek farm; 60 cult.; house; orchard; 4 Mi. Winthrop; \$15 A.
 160 A. improved farm; 60 cult.; orchard; 2 Mi. Winthrop; \$20 A.
 320 A. improved farm; 100 cult.; orchard; 3 Mi. Winthrop; \$22.50 A.

All land not in cultivation is timbered; no rocks; no negroes; lands are level and practically all tillable. We sell land on easy terms at 6% interest. Nearly 200 people have bought homes here, from all parts of the United States. Write for our complete list. Winthrop is a good small town on the K. C. S. Ry., 449 miles south of Kansas City; located just at the foothills of the Ozark mountains; pure water and pure air; good schools and churches. R. T. SESSIONS & CO., WINTHROP, LITTLE RIVER COUNTY, ARKANSAS.

GENTRY, BENTON COUNTY, ARKANSAS

A great shipping point for apples, peaches, strawberries, cantaloupes, truck, dairy products, poultry and eggs, grain horses and mules, cattle and hogs, situated in a magnificent farming country with good roads, schools, churches, barks, fruit growers associations, canneries, etc. Fine farms, ideal rural homes can be had here at very low prices and acceptable terms. Write us for descriptions.

GENTRY REALTY CO., Gentry, Ark.

ALLEN & HART, Shreveport, La.

Fifty good farms, running from forty to three hundred acres, for sale and rent in Eastern Oklahoma, Central Arkansas and Northern Louisiana, on very reasonable terms. For further particulars write

J. P. ALLEN, Owner,
1018 Commercial Nat'l Bank Bldg.,
Shreveport, La.

Fine Dairy or Stock Farm of 1,000 acres; 4 barns; dipping vat. An abundance of good grass and pure spring water; good soil; price \$4,000. Also have good farm lands cheap. Will answer inquiries.

WALTER NOLAN,
Benson, La.

160 acres 2 miles from Grannis; 4 room house and barn; 3 acres apple orchard; 25 acres under cultivation; good fishing stream and plenty of timber on the land. Price \$9.00 per acre; terms to suit.

ALEX COYLE,
Grannis, Arkansas

Buy the Best Farms from the Owners Who Must Sell a Part Below Values to Hold Remainder of Land for Certain Increase

Absolutely the best part of the wonderful **Gulf Coast Country**. A prairie farm just south of the great timber belt of East Texas and near the Gulf and Deep Water Harbors—50 feet above tide water—no possible overflow. No storms, no stumps. Good new sandy loam or "black land" soil, or both. What will it grow? Anything but apples, cherries and cranberries. Will grow successfully a greater variety of grains, vegetables and fruits than any other soil and climate. Ample rainfall and water to irrigate rice if wanted—a good "money crop." Good drainage. No crop failures here. No cold winters or destructive storms. Healthful and delightful. Good hard roads, schools and neighbors. At a station on the main line of the S. P. R. R., near the K. C. S. and other railroads. Eighteen miles from a city of 30,000. Good home markets and good shipping by rail and water—water rates. Will sell choice land and location at \$35 per acre—worth \$200 if in Illinois and \$400 in Southern California, with similar climate. **Our necessity is your opportunity.**

Will answer inquiries and show lands—any sized tract up to 640 acres. One-third down, balance at 7%, or 2% off for cash.

W. A. WARD, Beaumont, Texas.

HOMESEEKERS' ROUND TRIP TICKETS

To points on the K. C. S. Ry., and return, limited to twenty-five days, are on sale at very low rates, on the first and third Tuesdays of each month, from points in Illinois, Wisconsin, Minnesota, Iowa, North Dakota, South Dakota, Nebraska, Kansas, Missouri, and from points east of Illinois.

Stop-overs on round trip homeseekers' tickets to points south of Jaudon, Mo., will be allowed both going and return trip.

For rates address

S. G. WARNER, G. P. A., Kansas City, Mo.

If you like reading and at the same time want to know the beauties of the Ozarks, pin a Dollar Bill to the blank, fill out and send to **The Ozark Magazine, Springfield, Missouri.**

Name.....

Address.....

City.....

In the rush to the West the beauties and resources of the Ozark region have been passed by. The healthfulness and prosperity of the Ozark country is known throughout the world. Let The Ozark Magazine tell you their story. For a limited time only, \$1.00 per year.

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Published Quarterly by the Immigration and Industrial Department of

The Kansas City Southern Ry. Co.

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105 Thayer Bldg., Kansas City, Mo.

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Kansas City, Mo.

Where Will You Spend the Winter?

In Louisiana and Texas are many places in which one can have a very pleasant sojourn during the winter months.

Beaumont, Port Arthur, Lake Charles, Shreveport are on The Kansas City Southern Railway and have ample accommodations, and Galveston, New Orleans, Houston and numerous other points in Texas and Louisiana are easily reached via

The Kansas City Southern Railway

Write for rates, information and folders to

S. G. WARNER,

General Passenger Agent,

KANSAS CITY, MO.

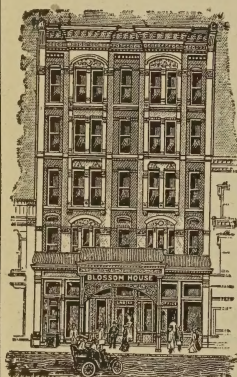
Fort Smith, Arkansas

FACTORY SITES FREE

FREE FACTORY SITES will be donated to reliable industries. Track-age connection with all roads entering the city. Within two miles of business center. For further information, address

C. W. L. ARMOUR, H. F. ROGERS, or R. R. CRAVENS, Trustees.
Fort Smith, Arkansas.

BLOSSOM HOUSE



European
Plan

Opposite
Union Depot

Kansas City,
Missouri

Member State Realty Association

THE OSWALD REALTY CO.

We sell land in Jefferson and adjoining counties. Prices of land in these counties are still cheap. Our specialty is Jefferson County Lands. Come and see us or write for prices.

Office, Rooms 9-10 V. Blanchette Bldg.

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AMORET, MISSOURI

Located in Bates County, on K. C. S. Ry., 69 miles south of Kansas City. Population 600. Surrounded by a fine grain and live stock producing country. Ships 75,000 bushels of apples. Write us about farm lands in this rich corn belt.

BOWMAN & COMPANY, AMORET, MISSOURI

WRITE FOR LAND LIST.

I have farms, fruit lands, stock ranches, timber lands, city property in Arkansas and Oklahoma. Can locate you near Kansas City Southern Ry., where you can load your fruit and vegetables at 6 p. m. and have them in Kansas City for breakfast next morning. Good market.

L. P. MOSS, SILOAM, SPRINGS, ARK.

Snap for Stockmen !

\$5 to \$7 per Acre

for McDonald County, Missouri, lands, practically all in native blue stem grass, 50 per cent subject to cultivation, fine running water, two to eight miles from Kansas City Southern Ry., and only 175 miles straight run to Kansas City market. Cattle and hogs are being raised and laid down on the K. C. market at less cost and greater profit than at any other point in the Southwest. Pasturage most all year 'round. Clover, alfalfa, corn, etc., make good crops. Ample rainfall. Most of land is native timber with fine grass.

Best Hog Country in the World.

Stock hogs come from this section because they are free from disease and it costs practically nothing to raise them.

K. C. Southern Ry. is making consistent gains in cattle shipments while most roads show loss. Great opportunity to buy now while you can still get bottom prices and stay close to big markets. Only a few hours' ride to big cities of Carthage, Springfield and Joplin.

Fine climate. No bad blizzards or hot winds. Ideal country to enjoy life and make money. This same land put in fruit is netting annually \$100 to \$150 an acre. Tracts of several hundred acres or more at \$5 to \$7 per acre. For particulars address

MCDONALD LAND AND MINING CO.

Rooms 301-2 Miners Bank Building.
Joseph C. Watkins, Mgr., Joplin, Mo.

50,000 A. South Ark., cut over lands, \$6 A.

18,000 A. La., cut over timber lands, \$6 A.

20,000 A. La., hardwood timber lands, \$10 A.

21,000 A. Ark., hardwood timber lands, \$15 A.

These deals are for large buyers only.

ROBT. SESSIONS, Winthrop, Arkansas

The Land of Fulfillment

There is plenty of land here, free from rock or gravel.

The best
"all around"
Country

Gentry, Ark.

General Farming
Fruit Farming
Truck Farming

Quantities of poultry and eggs shipped daily. Land of the Big Red Apples, potatoes, corn and stock. Write for books telling all about this wonderful country.

JOHN LANDGRAF, Gentry, Ark.

CURRENT EVENTS

OCTOBER, 1913

VOLUME
TWELVE
NO. 4

CURRENT
NUMBER
FORTY-THREE

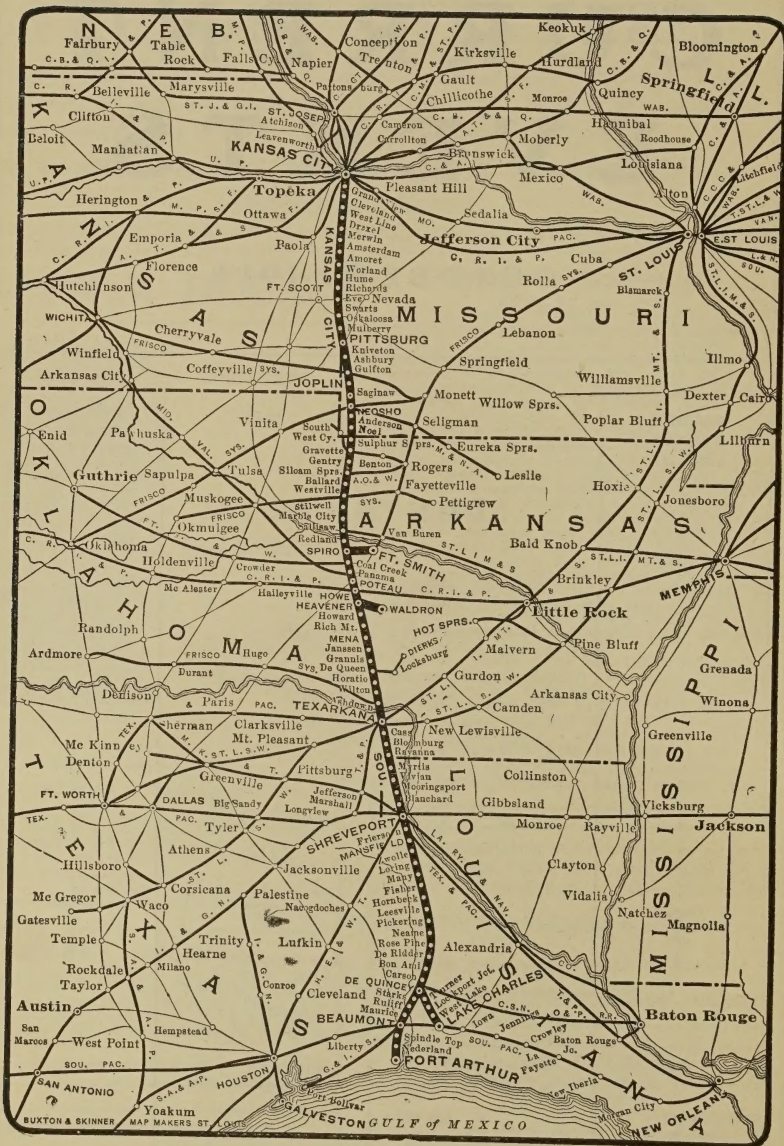
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MAP OF THE KANSAS CITY SOUTHERN RAILWAY.

Oklahoma Indian Land Sales

In addition to 1,279,000 acres of timbered land to be sold by the United States Government in behalf of the Choctaw Nation of Indians and which sale will be held in January, 1914, there will be also offered at a later date 459,000 acres of segregated coal lands. This latter amount of the Choctaw holdings was set apart and segregated as coal lands. Much of this has been leased to various companies engaged in mining coal. By recent enactment of Congress the surface of all this land is to be sold, the Choctaw Tribe retaining the coal. There is much fine land in this segregated area, which is traversed by railroads, has numerous towns and cities and modern conveniences. There are churches, schools, roads, bridges, telephones and telegraph lines, waterworks, electric light and gas plants. The buyers will not be going to the frontier to do the work of pioneers, but are buying virgin land in civilized communities.

The Government estimate of workable coal deposited under the segregated mineral lands is 3,000,000,000 tons and in fuel value this coal is not exceeded by any save the anthracite deposits of Pennsylvania. Hematite iron ore, manganese, asphalt, lime, cement rock and other useful minerals are found in close proximity to the coal and in course of time will be put to practical use.

Oklahoma produces profitably: corn, sorghum, kaffir corn, sugar cane, broom corn, sweet corn, field corn, timothy, clover, millet,

alfalfa, red top, oats, rye, barley, wheat, cowpeas, peanuts, Irish potatoes, sweet potatoes, yams, cotton, tobacco and all the varieties of fruits and berries. The average yearly crops for the past three years were: Cotton, bales, 1,100,000; corn, 92,300,000 bushels; wheat, 30,000,000 bushels; oats, 25,000,000 bushels; cattle, 2,000,000 head; swine, 1,302,000 head; mineral products valued at \$110,000,000. The state has a railway mileage of 7,000 miles; \$102,000,000 in bank deposits. The lumber cut of 1910 amounted to 226,000,000 feet. Enormous quantities of gypsum and glass sands and asphalt were mined. Natural gas and oil are very abundant and granite, limestone, marble, sandstone, clay, shale, building sand are available in vast quantity. The average annual rainfall from April to September in Eastern Oklahoma is 20.99 inches; that of Illinois for the same months is 20.63 inches.

The official announcement of the Choctaw timbered lands is as follows:

Auction Sale of Indian Timber Land—Absolute Title Given.

The unallotted timber lands of the Choctaw and Chickasaw Nations of the Five Civilized Tribes in Oklahoma, located in the Choctaw Nation, comprising about 1,279,000 acres, will be offered for sale to the highest bidder at public auction at a certain minimum price under the direction of the Secretary of the Interior upon the terms and at the times and places as follows:

County.	Place of Sale	Number of Tracts.	Acreage.	Date of Beginning Sale.
McCurtain.	Idabel.	1197	330,338	Jan. 5, 1914.
Pushmataha.	Hugo.	1422	406,397	Jan. 8, 1914.
LaFlore.	Poteau.	1254	385,452	Jan. 12, 1914.
Latimer.	Wilburton.	516	143,977	Jan. 15, 1914.
Pittsburg.	McAlester.	29	7,860	Jan. 17, 1914.

The lands thus offered contain 1,043,857,500 feet of pine timber; 141,509,000 feet of hardwood timber; about 95,000 acres of agricultural land and 141,300 acres of grazing land and the balance is timber and grazing lands.

Bids should be submitted at the time and place of sale either in person or by duly

authorized agent with written power of attorney. Bids may also be submitted by mail and will be considered with the oral bids, and the land sold to the highest bidder, provided his bid equals or exceeds the minimum price where so advertised. Bids forwarded by mail should be addressed to the Commissioner of the Five Civilized

Tribes at town where the sale is to take place and should state plainly the number of the tract bid on and the amount bid. Separate draft, certified check or money order for 25 per cent of each bid must be inclosed, same to be payable to Geo. N. Wise, Disbursing Agent. No bids for any fractional part or subdivision of any tract advertised nor for less than the minimum price will be considered.

The land and timber will be sold together. Land classified as agricultural will be offered in tracts not exceeding 160 acres and not more than 160 acres of agricultural land will be sold to any one person, including agricultural land sold to the same party at any previous sale of unallotted Choctaw and Chickasaw lands. Other lands will be sold in tracts not exceeding one section, or approximately 640 acres. Not over 5 per cent of the total amount of non-agricultural land will be sold to any one person.

TERMS: 25 per cent cash, balance in three annual installments of 25 per cent each with interest at 6 per cent per annum from date of sale. Full payment may be made at any time after which deed will be promptly issued. All payments shall be in currency, bank draft or certified check, payable to George N. Wise, Disbursing Agent.

Bids will be accepted subject to the approval of the Secretary of the Interior and immediately after such approval a certificate of purchase will be issued to the purchaser, but no drilling or mining for minerals thereon shall be done nor shall the timber be cut and removed from any of said land exceeding 75 per cent of advance payment previously made until full purchase price is paid. All cutting of timber prior to complete payment being made will be conducted under Government supervision.

Residence on land not required. Immediate possession given after approval of sale. Prospective bidders should personally or by agent inspect lands desired.

The right to waive technical defects in advertisement and bids and to reject any and all bids is reserved.

Free lists have been prepared for distribution, containing descriptions of the various tracts by subdivisions and showing the minimum price of each tract.

Photolithographic maps have been prepared showing location of each tract, the railroads and principal towns and the approximate location of drainage. These will be furnished upon application to the undersigned, to persons interested, upon the pay-

ment of 50c for each map, in the form of draft or money order payable to George N. Wise, Disbursing Agent, which should accompany the application. For descriptive lists and further information apply to the Commissioner of the Five Civilized Tribes at Muskogee, Oklahoma, or to the offices of the local Field Clerks at McAlester, Poteau, Hugo, or Idabel, Oklahoma.

J. GEORGE WRIGHT,

Commissioner the Five Civilized Tribes.

Muskogee, Oklahoma, October 1, 1913.

The general description of these lands as furnished by the Commissioner of Indian Affairs, Washington, D. C., August 11, 1913, is as follows:

Washington, Aug. 11.—Cato Sells, Commissioner of Indian Affairs, has just announced the approval of regulations which provided for the sale, at public auction, of a million and a quarter acres of land located in Latimer, LeFlore, Pushmataha, Pittsburg and McCurtain counties in the southeastern part of the state of Oklahoma, belonging to the Choctaw and Chickasaw Indians.

The greater portion of these lands is covered with merchantable timber, some acres bearing heavy stands of southern pine. On other parts are valuable stands of oak and other hardwoods. Situated as they are in a region of treeless plains, these timber lands should be attractive to timber dealers throughout the country. Thousands of acres which are sparsely timbered afford excellent grazing and there is a limited quantity of agricultural land.

Appraisements of \$5 per acre for agricultural and \$2 per acre for non-agricultural land have been placed upon the greater portion; and for the remaining lands \$4 for agricultural and \$1 for non-agricultural. The appraisements set upon pine are \$3.50, \$3 and \$2.50 per thousand feet, and hardwood \$1.50 and \$1 per thousand feet, according to quality and location.

All of the lands will be advertised for ninety days prior to being sold at public auction at the towns of Wilburton, Poteau, Hugo, Idabel and McAlester, Okla. Twenty-five percentum of the purchase price of each tract must be paid on the day of the sale and the remainder in three equal annual installments, with 6 per cent interest on deferred payments. Possession will be given immediately, but title cannot be acquired until full payment is made; and timber cannot be removed in excess of 75 percentum of partial payments.

THE SALE OF SEGREGATED CHOCTAW MINERAL LANDS.

Washington, D. C., Sept. 20.—The appraisalment of the surface of all the segregated Choctaw mineral lands in Haskell County, Oklahoma, has been completed. Regulations to govern the sale of the lands are now in course of preparation by Commissioner of Indian Affairs Sells, and it is understood the sales will begin about January 1st, next. Commissioner Sells has requested the Government appraisers to report to him the first of each month as to the amount of surface lands appraised and it is now expected the appraisalment of the 500,000 acres of land will be completed by December 1st.

It is understood to be the purpose of Commissioner Sells to have two sales of these lands, the first sale, including the agricultural lands appraised up to November 1st, and the second sale, including the town lots, which will be sold a little later on. Commissioner Sells is urging the completion of the appraisalment at the earliest date in which it is possible to be made. The first sale of these lands will probably be held immediately following the sale of the 1,200,000 acres of timber lands in the southern part of the Choctaw Nation. While no date has yet been agreed upon, it is probable the first sales will begin about January 1st.

Road Building Campaign

Said the Governor of North Carolina to the Governor of South Carolina: "Its a long time between ——."

The discourse between the Governors of Kansas, Missouri and Arkansas pertained to a different matter, but happened at a time—the third week in August—when the tinkle of the ice in a mint julep has a most enticing and bewitching sound. His Excellency, the Governor of Missouri, some months ago suggested to the good citizens of that State that a roadbuilding bee was as important, and more so, than a quilting or cornhusking bee, and kindly set apart two days in the calendar as a State holiday for this purpose, and so it came about that August 20 and 21 became the State's roadbuilding days.

Now, this suggestion met with the cordial approval of the people of the State in all counties thereof, and also with the cordial approval of the Governors of Kansas and Arkansas. The people of Missouri put to work an army of 250,000 to 275,000 men and subscribed in money, implements and material about one-half million dollars and in actual labor a million dollars more. The different counties had at work from 500 to 3,000 men each and it is estimated that over two hundred miles of new roads were built and thorough repairs were made on several hundred miles of old roads. The value of the work done voluntarily in two days is carefully estimated at \$1,500,000.

In the smaller towns the merchants closed

their stores and proprietors and clerks, business men in all branches, turned out in force and acquired their share of blistered hands and sore backs, and this pleasure was also indulged by the State and county officials, the town officials and the Governor of Missouri. The State of Kansas had kindly lent its Governor to the State of Missouri to help boss the job, and how they performed their duties is reported as follows:

(By Staff Correspondent.)

Jefferson City, Aug. 21.—Said the Governor of Missouri to the Governor of Kansas:

"Come up with a full shovel."

And the Governor of Kansas came up next time with a shovel full. He had been dipping the shovel lightly before that.

The Governor of Missouri long since had got those cotton corduroys from Liberty begrimed and he wanted to see the new overalls he purchased for the Governor of Kansas just a little soiled. And so the Governor of Kansas and the Governor of Missouri worked in the bottoms of Callaway County, while the sun was still hot.

Said the Governor of Kansas to the Governor of Missouri:

"It's a long time between shade trees. I only supposed the sun was this hot in Kansas."

And thereupon the Governor of Missouri rested on the handle of his shovel, looked about him, and said:

"Let's have a drink."

Arm in arm they wandered over to the

water wagon, and the great highway saw them work no more.

They came back to Jefferson City, went to the mansion, divested themselves of their workaday clothes, took a bath, and dressed for dinner.

Governor Hodges, of Kansas, and Governor Majors to day reviewed the work done on the roads. In an automobile with other officials they went from the capital to North Jefferson, thence to Fulton, to Columbia and back to Jefferson City, taking in side roads.

Governor Hodges says the movement will sweep the nation and he joins Governor Major in declaring the event next year will be national. Both are enthusiastic.

The two Governors worked side by side yesterday afternoon on a traction force grading the road between Jefferson City and Columbia.

Kansas is going to get in line with Missouri and Arkansas. September 2 and 3 are designated as Arkansas' good roads days.

Governor Major today made an estimate of the value of the work for the two days. Two hundred and fifty thousand men worked the two days, which, at \$2 per day, did \$1,000,000 worth of work on the roads. Special machinery, subscriptions and donations of material bring this total up to \$1,500,000 worth of road improvements, the Governor says.

ARKANSAS ROAD DAYS.

While little can be done in the northwest part of the state toward working the roads until it rains, work generally was pushed and worked as never before. Not having had enough of road work at home, Governor Major, of Missouri, came down to advise and assist in the work in our state.

At Paragould the business houses were closed and all joined in the road work to Jonesboro.

At Fordyce 700 men turned out and ten miles of good roads were built; \$1,500 was subscribed for the work.

At Clinton the road to Shirley was built with 500 teams and 2,000 men engaged.

At Lewisville \$6,000 was raised and seven miles of road graveled and improved.

At Hope eighteen miles of roads were built and several hundred men and teams turned out.

The Batesville business houses closed and ten miles of road was put in good shape.

Camden had about forty miles of road to build and 2,500 men engaged in the work on them.

The stores were closed at Fayetteville and the business men were out in force.

At Springdale the road to Huntsville, 30 miles long, was put in good shape and automobile freight and passenger trucks will now make daily trips.

And so all over the state the good roads movement was carried on.

The Associated Press.

Little Rock, Ark., Sept. 5.—Although definite figures were not available today, reports from all parts of the state indicated that at least 300 miles of highways were "worked" during Arkansas' two good roads days fixed by Governor Hayes' proclamation.

"The success of the movement exceeded my most sanguine expectations," said Governor Hayes today. "Next year I shall again designate good roads days."

Governor Major, of Missouri, who assisted the Arkansas "laborers" the first day, was forced to abandon his shovel yesterday and return to executive duty in his own state. He hired five men to take his place.

The State of Oklahoma will have its "good roads" days October 16 and 17. It is expected that a very large number of citizens will turn out and help make the dirt fly.

THE ROAD.

I sing you an ode
Of the country road,
The lumpy road
And the bumpy road.
That jolts the wagon and spills the load,
Mud to the hubs when the rain comes down,
Filled with ruts when the fields are brown
And the sun is hot and the air is dry.
It's clogged with gravel and packed with sand,
So built and graded and laid and planned
That it takes a team,
And sometimes two,
To do the work one horse should do.
It racks the wagons with jolts and jars
It ruins horses and motor cars,
Keeps back crops from the market place,
Piles up debts on the farmer's place—
The old-time road is a plain disgrace.
But the modern road is a different thing,
A worthy theme for the bard to sing;
Put together
For every weather,
Smooth and dustless and good to see,
And graded right, as a road should be;
Useful always and muddy never,
A thing of beauty—a joy forever.

—Berton Braley in Bellefontaine (O.) Examiner.

A Transaction in Cattle

F. E. ROESLER

It was after banking hours when the president stepped into the little back office and remarked that MacPherson was in town and had just deposited \$40,000. All of us either knew MacPherson or had heard of him. He is fairly well described as a lank, cadaverous looking Scotchman, with long whiskers and a burr in his vernacular that shook the rafters. It did not happen every day that \$40,000 was deposited in the Midland Bank, and the depositor naturally was the subject under discussion. Griscomb, the teller, made Mac's acquaintance almost immediately on his arrival in Western Texas, ten years previously, and gave the following information concerning him:

"He had come well provided with money, but did not hold it long. He fell into the hands of the Philistines, that is to say, he was prevailed upon to buy six square miles at five dollars per acre, and three thousand sheep at four dollars per head, when he could have had the land for fifty cents and the sheep for less than one dollar each. Instead of Merino sheep he purchased measly Mexicans that produced no wool worth mentioning and would not even make good mutton. He had paid half cash and executed his note for the remainder and in two years the original vendor had the sheep and the ranch and a judgment on file against Mac."

"It is said that there are no Jews in Scotland and that the canny Scot can outwit any son of Abraham, but Mac had not heard of the trading propensities of the flock masters of West Texas."

"I costs something to learn new things, and Mac paid the price."

"A year or so later Griscomb found him behind the hotel counter in El Paso, where he was night clerk. He was so decidedly Scotch that the habitués of the hotel managed to have a good deal of quiet fun at his expense. By common consent he was addressed by any Scotch name except his own when introduced, and for more than a month they kept him busy explaining that his name was not MacDougal, MacNabb, MacGraw, MacIntosh, MacNish or forty other Mac's, but that it was MacPherson, properly pronounced MacPhareson."

"After a time he disappeared and when heard of again, he was the president of an agricultural college in the Pecos Valley. The faculty consisted of himself, a

dissolute young Englishman and two farm hands. Mac had managed to talk a local town company out of a bonus of \$1,000 and had leased a half section of irrigated land on which he conducted his famous college. Mac believed in advertising and for a time kept the British rural papers full of advertisements concerning the great educational institution situated on the banks of the Rio Pecos. The dissolute and poetical Englishman wrote the advertisements, and while literary liars galore have drunk Pecos River water, none have equaled in their efforts the effusions of the professor of literature of the Pecos Agricultural College.

"Judicious advertising always counts and before a year had expired some fifty young Englishmen had paid MacPherson two hundred pounds each for the privilege of dining on bacon and cornbread, and broiling and sweating under a hot sun to produce crops for the sole benefit of Professor MacPherson & Co. It required about three years' time for the solemn fact to soak into the heads of these young Englishmen, that they could have learned as much as they did about farming and have earned \$20 per month and board while doing it. The college became very stale about the end of the third year, and so Mac sold out to three of his students and engaged in the business of raising cattle."

"Now Mac didn't lose anything in this college enterprise. He sold to his students some twenty or thirty farms at three and four prices, and when he quit he was away ahead of the game. Most of his graduates went back to England about as wise in agricultural lore as they were when they came, but they had acquired some experience nevertheless, and they certainly had a wonderfully good time. Most of the students had plenty of money, and they spent it in good style. Wild cat hunts on horseback, regattas on the lake, big dinners at the hotel in town, horse races, tandem buggy races, were the order of the day, and of good wine and whiskey there was an abundance. There was hardly an irrigation ditch, over which there was a bridge, in which some gaudily attired young Englishman had not taken an involuntary bath, and even the good bishop who came from Manchester to look after the

spiritual needs of some of the young men, was spilled into the Pecos River, when crossing it with one of the students. Mac has done well in the cattle business—hello! here comes Slawson, his foreman, who can tell us something new.”

Slawson, upon being hailed, crossed the street and joined the party in the office. It was soon ascertained from him that MacPherson had sold his cattle and land leases to the Rt. Hon. Earl of Whackemup of England, the consideration being \$40,000 cash and the Earl's obligation for \$50,000 more. Mac was to be manager of the Earl's ranch at a salary of \$5,000 per year for five years. Slawson considered it an extraordinarily favorable bargain for MacPherson, as he could figure out nothing better than \$30,000 for the entire ranch. How the trade was carried through to a successful conclusion can best be told in Slawson's own words:

“The Earl had heard, at his club in London, or somewhere else, that there was big money in cattle in Texas. How he got Mac's address and how long he corresponded with him, I don't know. About two weeks ago we were instructed to get ready for a visit from the Earl of Whackemup, and in due time he came, bringing sundry thousands of pounds, shillings and pence with him as was expected. Of course we had to entertain him in good style, and we did it. The commissary stores at the ranch were greatly increased, in fact, we bought nearly everything in sight at Arroya and brought it to the ranch seventy miles away. Of fine cigars, good whiskey and wine there was galore, the Earl's room was papered and carpeted and filled up with brand new furniture, and the same was done for the dining room and the office. Our nigger cook got a brand new suit of clothes, which he had to wear while cooking, and a nigger waiter was brought from the hotel at Abilene. He was a gaudy coon, wearing a biled shirt and swallowtailed coat. The boys were just aching to drop him in the horse-pond and give him a roll on the wagon road, but they didn't dare. Everything was in good shape for the reception except a caddie of butter, which had been forgotten or had dropped off the wagon.

“The Earl reached Arroya Station Friday morning, a week ago, and some twenty of us went in on horseback and conducted him and Mac to the ranch, where we arrived at sundown. We had ridden like old Harry, but we made the seventy miles before bed time. The Earl was duly impressed with the magnitude of the MacPherson ranch, beyond doubt.”

“At breakfast it was discovered that there was no butter on the ranch. Bacon grease

is good enough for anybody on the range, except an Earl, and Mac swore like a pirate when he learned about it. After several mysterious consultations it was decided that some must be churned at once. An improvised creamery, not exactly up to date, was immediately opened up for business. The Earl, who had slept late, just came out, when twelve or fifteen old ranch cows, with two-year-old calves following them, were rounded up and driven to ranch headquarters. They were half wild and unruly. Some ten or fifteen milkmaids, attired in leather leggings, slouched hats and spurs, after more or less excitement, finally got to work. The old cows, unfamiliar with the process of being milked, except by a calf, kicked up high jinks. In order to hold them steady, one man had to get a good grip on the tail; two more anchored themselves to the horns while another fought off the calf; another held on to a rope while the last one, with considerable effort and much profanity, extracted a quart of milk such as it was. All of the cows went through the same experience, struggling more or less, and each was started on her return journey to the pasture with a vigorous kick administered by one or the other of the milkmaids. Lunch was over long before the last cow had been milked.”

About noon it was concluded that the milk was about ready for churning. A modern cream separator was considered a luxury that could well be dispensed with, considering that there was not one within 500 miles of the ranch. The churn was nothing more or less than an old goat skin which had been pulled off the animal entire, and had been used by old Jose as a water bag when he had to make a dry camp. The several openings had been securely tied up, and a thirty-foot riata had been securely fastened to the goat skin after some two gallons or more of milk had been poured into it. Tom Ryan was elected to do the churning. He securely tied the end of the riata to the pommel of his saddle, jumped on his broncho and started off at a lively canter. The milk bag only hit the ground in high places, but was being well churned while in motion. At the turn of the road, the milk-bag got caught in a mesquite bush and it stopped temporarily, allowing the riata to stretch to its full tension. A mesquite limb is wonderfully elastic; when it let go Tom Ryan got the milk bag in the back of his neck. An hour afterwards the riderless horse returned with the churn and some time after that Tom also returned, wonderfully profane in speech, and kept the ranch crew busy half the night at picking thorns

from him which he gathered in the chaparell bush into which he had fallen."

"After all this trouble the Earl concluded that he didn't like butter any way and some of it was used the next day for greasing the grub wagon. The Earl was about the only one who got any fun out of it, but he paid for the treat right handsomely, you bet. Oh, yes, the Earl had a splendid opportunity to inspect Mac's herd browsing on the hilltop while he stood in the valley and enjoyed the assistance of a mirage in his inspection. Every one in the business knows that a mirage properly handled will put more beef on a steer in five minutes

than all the hay and oats the animal could eat in a year. I don't know whether Mac has a conscience or not, but I do know that the Earl had some cash and hasn't got it now. The Earl must have mortgaged his income for several years to get the money to buy the ranch."

Some years after the closing of the transaction above described, it was reported that MacPherson had again purchased the MacPherson ranch, likewise a castle in Scotland. It was also reported that the Earl of Whackemup had recently married the daughter of a rich banker of Boston and had retired to his ancestral estates.

Causes of Car Shortage

Superintendent O. Cornelisen, like many other railroad superintendents, is studying and planning to remedy the probable car shortage that is being feared by all railroads. He is preparing letters to be sent out to all agents and other employees in the transportation department, which if followed out will lessen the shortage to a great extent. The letters are a mixture of pointers taken from statements and written articles printed by authorities in the matter of operating railroads and cars to the best advantage, with his own ideas, gathered from years of experience in the railroad transportation business. It is due to Mr. Cornelisen to say that many of his original ideas are to the point and doubtless will be taken as practical by those who are well posted in the car surplus and car shortage in all parts of the country.

"The shippers are the ones we cannot get to very easily," said Mr. Cornelisen, "but if we could get their full co-operation in the matter of keeping cars moving, the question of car shortage would be practically half solved. A shipper is hardly expected, however, to take the same enthusiastic interest in the movements of cars as the employees of railroads would, for the reason they are not brought face to face with it and the complaints that come up in a period of car shortage as the railroads are. They are the ones who have the big kick coming if they cannot get the cars just at the time they want them and they are the ones who the railroads cater to in order to get their business, and if they should hold a car a day or two longer than they really ought to, the railroads cannot say much, and make a fuss about it. I have always noticed that because there

is a car shortage in this territory, it does not naturally follow that the shortage is general all over the country. The car shortages are noticeable in points where much shipping is done; for instance, in this district the coal shipments are heavy during the late fall and winter months especially, and during that busy season in coal mining cars are loaded and shipped out as fast as the railroads and mines can do the work, and while empty cars are brought in as fast as they can be handled, there are times when the shortage overcomes the surplus. This comes from several reasons; loaded cars are left in yards at distributing points for perhaps three or four days before they are unloaded. Those who receive the cars do not worry very much over the small demurrage that is exacted from them and as a result the cars are used for temporary storage places for the coal. This will, in time, if not closely watched, cause a shortage. It is in a great measure the fault of the little details that attend the cars after they are out of the hands of the roads that causes the trouble and the railroad companies are helpless in a great measure, and that is why, if the railroads could get the earnest co-operation of the shipper much of the shortage trouble would be done away with."

The British steamer Ellaline recently loaded a cargo of timber at Port Arthur, Texas, for Hamburg, Germany, which includes what are probably the largest sticks of hewn pine ever sent out of this port. There are several hundred sticks, the largest of which are 73 feet long and 34x34 inches square. They constituted the deck load and were piled up 15 feet above the deck.

The Boy Scout Camp in the Ozarks, August 4th to 14th Inclusive

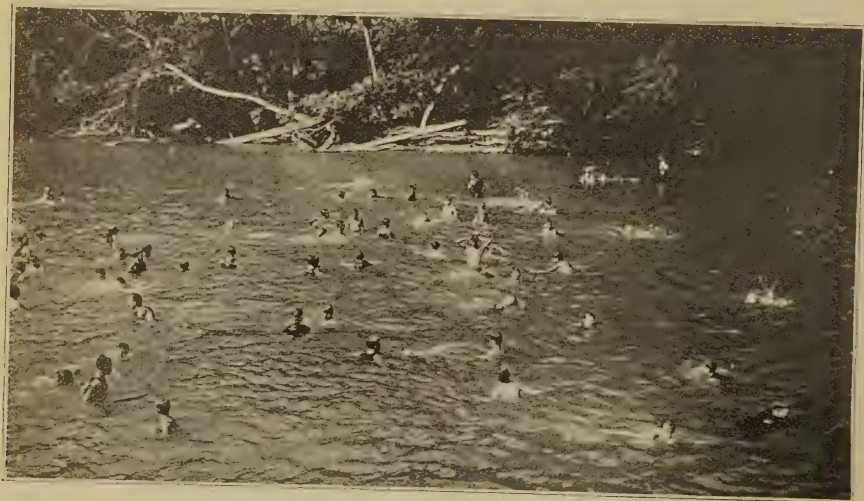
(BY THE CHIEF SCOUT MASTER)

As the special train of the Kansas City Southern left the Grand Central Depot the morning of Aug. 4th, the biggest camp for boys ever attempted out of Kansas City, became a reality in the hearts and lives of 225 Boy Scouts. The station platform was packed with anxious parents, happy in their boy's overwhelming enthusiasm, unable to conceal a wistful look, too, from a secret desire to avoid the first parting between the parents and son, which indeed was the case with many of the boys aboard.

shouted the hardest. The Scout officials in charge of the boys, will ever remember Joplin for her hospitality.

A stop at Neosho to visit the Government Fish Hatcheries, was well worth while—educational and very interesting in every way; a desire to linger longer was evident, but rudely broken by the signal for all aboard—then we started for the last lap of our journey.

Arriving at Elk Springs at 6:30 p. m., in good order, a site was selected and camp was pitched by lantern light; by 8:30 a city of thirty-five tents, took its place in the



THE SWIMMING HOLE, ELK RIVER, ELK SPRINGS, MO.

The Kansas City Southern's hospitality and friendship, evidenced through the officials that went with us, immediately put all at perfect ease and we became one big, happy, orderly family, each one determined to help the other fellow enjoy the trip and camp to the fullest degree.

The trip was made without mishap, unless the consuming of 35 gallons of grape punch, by the boys, which was furnished by the Joplin people, could be classed as such. The boys vented their appreciation of this treat by shouts of joy as they filed past the stand and those possessing the largest cup,

scenic beauty of the Ozarks 200 miles away from home. All were tired but satisfied with the days' work and as the camp quieted down for the night, Scouts and Scoutmasters alike, were happy in the compliment paid by the railroad officials. "The best behaved group of boys that ever rode a railroad," and all with one voice replied, "The best railroad ever ridden by a bunch of boys."

The daily routine was established and rigidly adhered to as far as possible. Rising at 6 o'clock, everybody was out for morning dip in the swimming hole. Re-



BOY SCOUTS AT MORNING ASSEMBLY, ELK SPRINGS, MO.

turning to camp, tents and grounds were cleaned and raked, blankets aired, after which was morning Assembly and Color Raising. Then breakfast, followed by camp inspection. Baseball, fishing, short hikes, etc.,—used the time until 11 a. m., when examinations began. Twelve o'clock dinner followed by rest and recreation till 3 p. m., then the swimming hole and swimming examinations. All out at 5 to get ready for 6 o'clock supper, after which came the evening Assembly and lowering of the Colors, followed closely by the firing of the Sunset Gun and Guard Mount. Then the evening campfire until 9 p. m., 9:15 Tattoo, 9:30 Taps, and as the hills vibrated with the call of the bugle, it gave a feeling of satisfaction to all, of a work well done—everybody quiet for eight hours' rest.

Some details of the different departments of camp life will help to convey the magnitude of conducting such an undertaking. The commissary department, the hardest to handle, was well conducted. Plenty of wholesome food was served by the three excellent cooks, and 250 people were served for ten days at the average cost of 11 cents a meal. The menu was carefully planned for quality as well as quantity and the camp physician was consulted as well as the head chef, which accounted to a great extent for the utter lack of any serious cases of sickness, which, in itself, is a record rarely equaled by any camp of this size.

Athletics played a very important part in the camp life. Besides the annual day of field sports and swimming races, baseball, volley ball and Scout games held sway, and closely contested but clean and fairly played, were the games played among the hills of the Ozarks.

The swimming hole, one of the main attractions of camp, and one of the most fearsome in the eyes of the parents—was ideal. The river was roped off, sounded, insuring safety to all and a spring board completed it. The river every day, resounded with the shouts of joy from 225 Scouts. Water baseball added a new feature to this afternoon sport. Many have been the memories made, never to be forgotten, around the old swimming hole, and we look forward to the joys of the old place, where with absolute safety we can indulge in the sports so dear to every boy's heart. Not one drowned is the record that has been set as a standard for all future Scout camps.

Hand in hand with play comes education; classes in all departments of Scoutcraft were conducted from 11 a. m. till noon. The Ozarks furnished the ideal spots for map-making, hiking, cooking tests, etc. About 175 boys were advanced in the work while in camp, and of course that was one of the main objects on the trip.

The literary taste abounds in boys of Scout age and being recognized, it was given an opportunity to go on record, so a

camp paper entitled, the "Buzz Saw," was established. It has become a regular part of camp life from now on. Poems of genuine merit, editorials, articles on the different departments of camp life, jokes, short stories, etc., made the first edition a great success and proved to be an hour of very interesting reading. Extracts follows:

"Some of the kids say that this place is so stony, that they can rock themselves to sleep."

"In a city of Fife
Lived a man and his wife
Who, believe me, were wonderful folk
For to people's surprise
They both saw with their eyes
And their lips moved whenever they spoke."

"Mary had a little lamb
Not living-now-'tis dead,
For now she carries it to school
Betwen two hunks of bread."

The Ozarks abounded in points of mystery and interest and the Scouts became acquainted with all caves and their inhabitants. Two all-day hikes under Scoutmasters were conducted. Rations from the Commissary were given each boy and oh! such meals, cooked in God's out-of-doors, by some mountain stream. This department

afforded opportunity for hike examinations and tests in Observation and Scoutcraft in nearly every phase.

The discipline of camp was unexcelled. Necessarily in a camp of this size, few offenders existed, to give vent to the mischievous spirits of all and it was for them, that the court was established and presided over by a father of two of the boys. His Honor showed great tact and fairness in his decisions and it was the wholesome spirit manifested by all concerned that made this one of the most interesting departments—because it afforded an opportunity to study the boy when he had done wrong. Fair judgment by the court was met by truth and manliness on the part of the culprit and resulted in a mutual understanding of all concerned, and a visit to the woodpile to saw wood, or the denying of privileges of the swimming hour, worked wonders for the general camp discipline and the strengthening of the Scout principles in the life of the Scout under sentence.

Too much cannot be said of the medical department. As before stated, the camp's medical record showed no serious cases of sickness, all being minor ailments, stings, sunburns, bruises, etc. Ready at all hours to assist, the two camp physicians, deserve



VISITORS FROM THE "COLONY CAMP" BATHING IN ELK RIVER.



ABOUT DINNER TIME AT THE MESS TENT, ELK SPRINGS, MO.

much praise for their work, and out of this department has grown the "Order of Castor Oil," which did much to regulate the camp health.

The campfire hour proved its worth as an indispensable aid for entertainmnet. It developed the fact that the Scout can entertain himself and others in a pleasing manner, disclosing originality in many forms. From 8 to 9 o'clock, brought forth Indian war dances, competitive stunt night-ranging from musical programs to acrobatic exhibitions; initiation night, never to be forgotten by the victims, burlesque on the Death of Julius Caesar, by the older boys—and the final campfire when prizes were awarded and the greatest of all awards, the cementing of camp friendships that had been formed in the ten days fellowship.

The one Sunday spent in camp was our receiving day. Rising at 7, the morning dip as usual, camp cleaning and inspection, breakfast and at 10 o'clock Sunday School groups for those who cared to attend, two fine talks on the Scout Oath by pastors of two different denominations, at 11 o'clock, the attendance at which was also optional with the boys, 12:30 a big chicken dinner and all that goes with it, finished off with ice cream and cantaloupe. The afternoon was spent in the woods gathering wild flowers with which the boys decorated their tables for the evening meal, the prettiest table being awarded points, the judges be-

ing five ladies selected from the visitors. Designs of all colors, so profusely provided by nature, made the contest a close one and many were the compliments paid to the boys for their many artistic arrangements. A swimming hour filled in the time till the evening meal, after which another pastor from Kansas City gave a very original talk on "Dogs" and it appealed to every boy present in one way or other. To bed at the regular time, ended a day pleasantly and profitably spent.

Other departments, although silent in their work, were just as necessary in the conducting of camp. The executive department served as a head for regulation of camp routine. All camp records and the buying of the food, etc., entrusted to the camp clerk who acted as treasurer also, was a department in itself. These silent workers were constantly feeling the pulse of the camp life, making changes here or there that went to make the undertaking a successful one. The whole secret of success, was that every department was planned months ahead of camp time and each fitted into the general scheme, just as in any business institution and then the successful operating of these departments was due to the choosing of the most capable man for the place where he best fitted and letting him manage his work without interference.

The breaking of camp was much more

easily accomplished than the establishing because of the ten days rigid drill in obedience, that was experienced by all present. The result was, that breakfast was served, dishes and utensils washed and packed, 35 tents lowered, rolled and loaded and everything in readiness at the depot platform, three hours from the time that signal was given to break camp.

The homeward journey was uneventful; all tired, but happy, and satisfied with all mankind and with a feeling unanimous of

good fellowship and a closer relationship between Scout and Scoutmaster.

The camp never would have been held at Elk Springs had it not been for the untiring efforts of the Kansas City Southern's representatives, Mr. C. O. Williams and Mr. McManus, who never ceased to show us courtesies in every way and already the Southern has a place in the hearts of all at camp, and next year's plans begin to assemble themselves now and the old spots begin to beckon to us, in their own individual way.



BOY SCOUT CAMP, ELK SPRINGS, MO.

Fruit Exports and Imports

The fruit business of the United States has undergone a marvelous development during the past decade. In 1900 the value of fruits and nuts passing through the custom house of the United States reached a total of \$48,000,000. This was considered at the time a remarkable showing. During the fiscal year just ended the fruit and nut business reached a total of \$90,000,000, of which \$42,000,000 represented the value of exports. In 1903 fruit exports reached a value of only \$18,000,000 and imports \$24,000,000. These figures, of course, do not include the trade of Hawaii and Porto Rico, these two countries alone sending over \$6,500,000 worth of fruit during the last fiscal year.

In the export line the value of apples reached a total of \$11,000,000, of which

\$8,000,000 stood for green fruit and \$3,000,000 for dried. England is the largest purchaser of green fruit, taking in 1912 \$2,750,000 worth against \$500,000 by Germany and \$750,000 by Canada. On the other hand, Germany is the largest buyer of dried apples, taking in the same year \$2,033,000 worth against \$1,125,000 going to the Netherlands and \$125,000 to Belgium. Germany takes every grade of dried fruit from the high class evaporated apples to skins and cores. The trade in skins and cores has developed marvelously during the past five years. The lower grades of fruit are now fed to cattle and horses, and this use of the fruit is steadily increasing. While the larger proportion of apple exports leaving the United States come from Eastern orchards, there is a steadily growing demand for Pacific Coast fruit. Trade boosters who

have recently covered European countries looking for new outlets for Washington and Oregon apples, predict exports during the coming year will be double those in previous ones.

Germany took over \$2,000,000 worth of prunes in 1912 against \$750,000 by Canada, \$500,000 by France, \$500,000 worth by Belgium and \$500,000 by England. Over 110,000,000 pounds were exported last year against 66,000,000 in 1911.

Raisins come next in the list of exports, about 28,000,000 pounds being shipped in 1912 against 4,125,000 in 1903. Canada takes more than one-half of the raisin exports.

Canned fruits reached a total of \$6,000,000, going chiefly to Europe.

In the way of fruit imports, bananas head the list, totaling \$14,000,000 against \$4,125,000 in 1890, \$6,000,000 in 1900. The lemon imports which come almost exclu-

sively from Italy, reached a total of \$3,500,000. Olive imports, of which 75 per cent come from Spain, reached a total of \$2,000,000. Greece furnished currants to the value of \$1,500,000, while Spain sent over the same value in grapes. Turkey furnished \$1,000,000 in figs and \$500,000 worth of dates.

The West Indies and Central America sent \$2,000,000 worth of cocoanuts, while Spain led the list of nuts with almonds reaching a total of \$3,000,000 in value. Altogether, American importers paid \$14,000,000 for nuts during the year.

The trade in fruits and nuts between the United States and its outside territories, Porto Rico, Hawaii and the Philippines, reached a total of \$8,000,000. Of this Hawaii furnished \$4,000,000 in canned pineapples; Porto Rico, \$3,000,000 in oranges and pineapples, and the Philippines \$1,000,000 in cocoanut meat.

Some Unusual Things That Occur in Louisiana

In an address delivered by Prof. E. S. Richardson of the Louisiana State University, at a recent meeting of the Louisiana State Press Association, he pleaded with the press of the state to help prevent the exodus of the boys from the farms to the cities, by printing some of the good things that happen on the farm—such items, for instance as these:

That in March, 1913, Phil Connell sold on the New Orleans market for \$8.00 steers that he bought for \$3.75 and fed for ninety days.

That a whole train load of lespedeza hay was shipped out of Baton Rouge on a single order.

That a man named Gibbons sold, from one hundred acres, four thousand dollars' worth of hay and seed.

That Mrs. Porter of Cheneyville started with ten dollars and sold twenty-five dozen eggs at \$3 a dozen, clearing \$200.

That the Louisiana experiment station demonstrated the value of blackstrap molasses as a feed stuff worth now to the state three quarters of a million dollars annually.

That "D-74" sugar cane makes a barrel more sugar to the acre than the ordinary cane and half the crop of the state is now of this variety.

That the yield of rice at the state's experiment station has been increased nine barrels per acre.

That Otis Woods, a boy belonging to the hog club, made, on one hog, \$257.00.

That fifteen hundred boys belonging to this same club are raising pork at two and a half cents a pound.

That nine boys in the corn club last year averaged over a hundred bushels of corn to the acre and that the average yield of the crops of these boys was 55.32 bushels to the acre, as against about 18 bushels raised by the older farmers.

That one Louisiana girl planted one-tenth of an acre to tomatoes and cleared sixty-seven dollars on the crop raised.

That C. A. Tibeout of Roseland, La., has sold one hundred thousand dollars' worth of vegetables from fifteen acres of land in fifteen years. On the same farm one and six-tenths of an acre was planted to cauliflower, bringing in a revenue of over eleven hundred dollars.

That the state experiment station in the latter part of December and January sold from 5.6 acres \$2,100 worth of cauliflower, which was declared by New York experts to be the best ever had in that market.

Such facts as those enumerated above are surely worth heralding abroad to the world. These are simply a few of the "wonders of Louisiana" about which our own people, as well as those of the outside world, ought to be thoroughly informed, and the press of Louisiana is playing, and will continue to play, an important part in this work.

Sabine Parish, La.

The location of Sabine Parish is on the west border of Louisiana, about midway between Arkansas and the Gulf Coast. It borders on Sabine River and is due east of Shelby and Sabine counties, Texas. It is south of De Soto, north of Vernon and west of Natchitoches parishes. It is one of the "hill parishes" of Louisiana and in altitude is from 300 to 400 feet above sea level, being in the highest part of the state. It is well watered by numerous small streams, but has no swamps, marshes or stagnant waters. The largest streams are the Bayous Patricia, St. Michael, Lennan, Negreet and Toro, fed by numerous springs of freestone water. Excellent soft water is obtained from wells thirty to forty feet deep, though occasionally mineral water is found. The annual rainfall is from 45 to 50 inches and well distributed throughout the year.

The population of Sabine Parish in 1910 was 19,874, but has increased considerably since that time. The Kansas City Southern Railway traverses the county from north to south and the Texas & Pacific Railway passes through the northeast corner. Along the Kansas City Southern Railway are the prosperous towns of Many, Converse, Noble, Zwolle, Fisher, Florian and in the parish are from eighteen to twenty towns and villages not yet provided with railway facilities. Many, the county seat, has about 1,000 inhabitants and is the oldest town in the parish.

Zwolle is the largest town and is an important commercial center. It is incorporated and has about 2,500 inhabitants. It is 622 miles south of Kansas City, Mo.; fifty-two miles south of Shreveport, La., and 126 miles north of Port Arthur, Tex. It is in the long leaf pine region of Louisiana and has the yellow pine sawmill and planer of the Sabine Lumber Company, which has a daily output of 100,000 feet and employs 450 men, and a large hardwood mill which employs 100 men and turns out 50,000 feet of hardwood lumber daily. The town has a waterworks system, an ice plant costing \$25,000, electric lights, a bank, cotton gin, lumber tram, about twenty mercantile establishments with stocks valued at about \$100,000, two hotels, three churches, a commodious public school, a hall for public meetings, telephone service,

several lodge buildings and a newspaper. The improvements made annually run from \$40,000 to \$50,000. The monthly shipments of lumber exceed 250 car loads and the cotton crop varies from 1,000 bales to 2,500 bales per annum. There are also considerable shipments of cattle, hogs, wool and hides. Extra early truck is shipped in car load lots.

The town of Fisher, La., population about 1,000, is the location of mills of the Louisiana Long Leaf Lumber Company, who operate a pine sawmill and planer of 140,000 feet daily capacity and a hardwood sawmill of 50,000 feet capacity. The manufacture of lumber is the exclusive business of the town. Converse, Noble, Florian, Ayers, the other towns on the Kansas City Southern Railway, have large sawmills, but are surrounded by many fertile farms and are commercial towns having all facilities for handling the produce of the country. Live stock, wool, poultry, cotton and commercial truck, particularly potatoes, strawberries, cantaloupes and melons, etc., are shipped in large quantity. They have a population of about 500 each.

Nearly all of Sabine Parish was originally heavily timbered. On all of the valley or bottom lands are deciduous trees, including several varieties of oak, ash, hickory, beach, cottonwood, elm, sweet gum, magnolia, sycamore, maple, holly, dogwood, ironwood, water beech and occasionally cypress, pine and walnut. Among these, the oaks are the most numerous. Ash, cottonwood, gum and magnolia trees occasionally reach a diameter of four or five feet. On the uplands long leaf and short leaf pine abound and this timber is being extensively milled, though quite recently hardwood mills have also been put in operation.

The general "lay of the land" might be described as undulating, not level like the plains of Kansas, or hilly like parts of Missouri or Ohio. The so-called hills are generally long slopes not abrupt anywhere and the valleys or creek bottoms are broad and shallow, except at the head waters, where they are usually narrow and more precipitous. In the valleys or creek bottoms the land is dark, sandy loam, usually highly fertile. Along the Sabine River and in some of the creek valleys the soil

is black and more tenacious, but nearly all of it is easy to cultivate. On the uplands, the soils vary from nearly red clays to sandy soil underlaid with red clay. All the upland soils carry more or less iron, and in the "red lands," a very fertile soil—it is very abundant and in places sufficiently rich in iron to make smelting ore. This iron is a very valuable soil ingredient, as it has much to do with giving the fruits of this section the rich coloring and exquisite flavor they are famous for.

Corn, cotton and live stock have been the chief reliance of the farmers of this parish from the early days to the present time. Cotton, until quick and easy transportation was provided, was the preferred crop, because it could be stored an indefinite length of time and could be hauled almost any distance by wagon without damage. It provided the ready money needed on the farm. All other crops were grown for home consumption and only in sufficient quantity to supply local needs.

The country has been made accessible by rail only within the past fifteen years and since then wonderful changes have taken place. The location of a number of sawmills and towns on the railway created a lively demand for forage and food stuffs and also the quick transportation provided made distant markets available and helped build up a lively traffic in extra early fruits and vegetables. More grain is now grown than in former years and more farms are in cultivation. The cleaning out of the timber by the lumber companies has made much good land available and many hundreds of new settlers have come in and have made their homes here. In the immediate vicinity of Zwolle there are about 30,000 acres of land from which the merchantable timber has been removed and which is now in market at very low prices. On nearly all the lands in the parish there is timber enough for the construction of buildings, barns, fences, etc., and fuel enough to last for a lifetime. Good lumber purchased at the sawmills costs from \$8 to \$10 per thousand feet. Less working capital is needed here than almost anywhere else in the United States.

All the timber lands, after the timber has been removed, become within three or four years, excellent pasture lands. A luxuriant growth of native grasses springs up and this pasturage is practically good all the year around. Live stock can be raised and marketed without the heavy outlay for feed stuffs incident to more northerly latitudes, yet forage can be produced much more cheaply and in greater quan-

tity per acre owing to the long growing season. Horses, cattle, sheep, hogs, mules can be raised very cheaply, and as the population is largely industrial can be readily marketed at all times. The ordinary field crops of Sabine Parish are corn, yielding from thirty to sixty bushels per acre, oats, cotton, sugar cane, sorghum, milo maize, kaffir corn, cowpeas, Irish potatoes, sweet potatoes, peanuts, peaches, grapes, melons and cantaloupes, clover, small fruits and commercial truck of all descriptions. The raising of forage and live stock of good grade yield the most satisfactory results, and general farming pays handsomely. Those who wish to specialize have all the desirable conditions. Melons and cantaloupes, cabbages, potatoes, etc., produced in car load lots readily yield \$75 to \$100 per acre, and where there is a sufficient number of growers to produce in car load lots strawberries, peaches, beans, peas, blackberries, grapes, tomatoes, radishes and early vegetables yield large profits.

The climate of Sabine Parish as a rule is pleasant, indeed, may be said to be delightful all the year around. There are more summer days, but they have not the great heat incident to the climate of the Northern states. Sunstroke is an unknown malady in Louisiana. In the winter there is sometimes ice and snow, but neither of them last more than a day or two. The winters are short and mild and live stock is kept in the open all winter, in places protected by open sheds. There are no local causes for disease, no marshes or stagnant waters and public health is good throughout the parish. Being located not far from the Gulf of Mexico, a cool breeze blows over the land all summer and a good night's sleep is to be had every night in the year.

Sabine Parish is underlaid by immense deposits of lignite or brown coal, which in future years will be developed and utilized. Indications of oil and gas have been found in numerous places and deep borings have been made. A gas well, capable of supplying a large city with fuel and light has been developed near Noble, La., and with continued borings it is only a question of time before oil in paying quantity will be found.

Prior to 1897 there was not a railroad in the county. It was fifty miles to market. The country was thinly settled. In the woods game was abundant and the streams were full of fish. There was little inducement for the old time farmer to produce a surplus, and so he just drifted along in the good old way; made a little crop of corn

and cotton and potatoes, piled a little fodder to feed through next season's plow time and then went fishing or hunting. He was contented with his lot. Health was good. He needed no court or lawyers, for people, most of them, were honest. Mail service was bad. He knew little of modern progress and cared less. These conditions lasted for many years. During this time there was no immigration, except an occasional family that came through in covered wagon. Lands had no special value. There were thousands of acres of government land for the homesteader or squatter. But a change came. Railroads were built into the county, the fine timber attracted the lumberman's attention. Sawmills were built, public works of different kinds were offered for labor and many of the farmers left their farms to follow public works. They received cash for their work and spent it as they got it. The farm soon grew up in bushes and briars. In this condition the old farms looked like the country that had been

forsaken, and this condition had existed almost down to the present, except in some isolated cases where the farmers stayed with their farms, and they, together with some new comers, have adopted more modern methods and are demonstrating the future possibilities of the country. Until recently the country had been but little advertised. This is why you can come to this locality, one of the most prosperous in the entire West, and secure land for less than its real value.

Our population doubles every twenty-five years. Annually there come to our shores a million emigrants from foreign lands. The public domain has practically disappeared. The ninety million people of America are very little acquainted with the conditions which actually confront them, or the mad rush for homes would be tenfold more fierce and insistent than it is today. Time will soon be when the average man will be forever barred from owning a home on account of the price.

The Fruit Crop of 1913

The annual "Banana Rush" took place as usual. Great quantities were shipped to the northern cities from New Orleans, but a number of "Banana Boats" also discharged their cargoes at Port Arthur, Tex., and the Kansas City Southern got a haul of 160 carloads to Kansas City. The fruit came from Costa Rica and Guatemala.

The strawberry shipping season was practically over in the country traversed by the Kansas City Southern Railway by July 1st. The first shipments in refrigerator car lots came from southern Texas, along the Gulf Coast, and arrived in time for the Easter dinners. Northeast Texas began to ship some in May, and by the middle of the month large quantities moved from points below Fort Smith and Van Buren. The greatest movement took place about the first week in June, when special berry trains of twenty-two to twenty-five cars were rushing north from Benton and Washington counties, Arkansas, and McDonald County, Missouri. For a short time one train per day was sufficient, but after that three or four trains were required daily. The trains hauling berries made very good time, as everything had been carefully arranged beforehand to secure prompt delivery. Trains

passing Pittsburg at 6:45 a. m. were in Kansas City at noon and on their way to northern Iowa, Wisconsin, Minnesota and as far north as Winnipeg. The trains started from Siloam Springs were given an initial icing at that point and were then re-iced at Neosho and with the cool weather in their favor reached destinations safely. The greater part of the shipments came from Siloam Springs, Gravette, Neosho, Anderson, Decatur, Gentry, and from stations on other lines of railway.

During the month of May 235 carloads of berries were re-iced at Pittsburg, Kans., and more than 300 carloads were hauled from the second district, between Pittsburg, Kans., and Watts, Okla. The southern counties of Arkansas and East Texas also furnished several hundred car loads. The strawberry crop was followed by large shipments of blackberries, dewberries and raspberries. At the close of the shipping season it was found that Arkansas had shipped 657 car loads, coming from Van Buren, Morrillton, Judsonia, Johnson, Springdale, Rogers, Gentry, Decatur and Sulphur Springs and that Missouri had shipped 684 car loads, coming from Chester, Anderson, Neosho, Seneca, Aroma, La Russell, Dia-

mond, Belfast, Goodman, Monett, Sarcocie, Wentworth, Pierce City, Fairview, Verona, Butterfield, Logan, Carthage, Wheaton, Purdy and Pomona. Total from both states, 1,341 car loads. The points that shipped the greatest number of car loads were Van Buren, Ark., 84 cars; Judsonia, Ark., 385 cars; Neosho, Mo., 140 cars; Anderson, Mo., 85 cars; Sarcocie, Mo., 99 cars; Monette, Mo., 75 cars.

The peach crop of 1913 presented some unusual features. The early Texas crop, which is usually quite large, comprising 2,000 to 3,000 car loads, was reduced to about one-fifth of the usual yield. Southern Arkansas, which is usually good for about 2,500 car loads, shipped only a few hundred. The great crop this year came from the southwest quarter of Missouri and Benton, Washington, Carroll and Boone counties, Arkansas. In this locality the crop was exceptionally large and of unusual good quality. In all about 2,000 car loads were marketed. The principal shipping points were Rogers, Avoca, Lowell, Garfield, Fayetteville, Bentonville, Cave Springs, Freeman, Colville, Felker, Monte Ne, Decatur, Gravette, Gentry, Siloam Springs, Ark., West Plains, Neosho, Goodman, Brandsville, Koshkonong, Cassville, and other places in Missouri. The Benton County, Arkansas, crop was estimated at 600 car loads. The average value was about \$500 per car.

A profitable crop of grapes was produced at Neosho, Tontitown, Monte Ne and other places.

The cantaloupe crop was an unusually good one and probably 500 car loads were shipped from Western Arkansas. There has been an abundance of tomatoes. Texas shipped 722 car loads and Arkansas shipped more than this quantity, besides furnishing large quantities for the canneries. The potato crop will amount to between 2,000 and 3,000 car loads; Texas shipped northward 112 car loads. The fig crop along the Gulf Coast has been good and the canneries near Beaumont, Alvin and Bon Ami have been preserving from one to two tons per day.

The Ozark crop of winter apples will be fairly large. It cannot yet be determined what effect the very dry weather in August and September has had upon it. Since then there have been abundant rains and the outlook has been materially improved.

Rogers, Ark., Aug. 30.—In the "Peach and Prosperity" edition of the Rogers Daily

Post, issued yesterday, Editor Kokanour notes:

Benton County shipped 585 cars of peaches this year. John T. Hinds sold 2,317 bushels of peaches, the yield from 800 trees, for \$2,317. H. D. Beals sold 1,464 bushels for \$1.13 a bushel. Five acres of C. P. Jackson & Son of Centerton yielded 425 bushels that sold for \$1 a bushel.

Decatur shipped \$50,000 worth of berries, while the total berry crop for the county is valued at \$150,000. Cherries to the value of \$10,000 were raised.

Tontitown, on the Benton-Washington County border, raised between \$12,000 and \$14,000 worth of grapes, exclusive of \$15,000 worth produced in Benton. The evaporators, vinegar plants and distilleries bought \$10,000 worth of peaches. The peach crop, that which was sold, based on an average of \$1 a bushel, a low figure, brought the county \$233,200. It cost between \$57,000 and \$67,000 to move the peach crop. It is estimated that \$125,000 worth of peaches were canned for home consumption.

The entire fruit production in the county this year, exclusive of the apple crop, is estimated to have been worth \$543,000. The county has 6,000,000 apple trees with \$1,000,000 as the average of the usual crop. This year's production will be larger than for several years past.

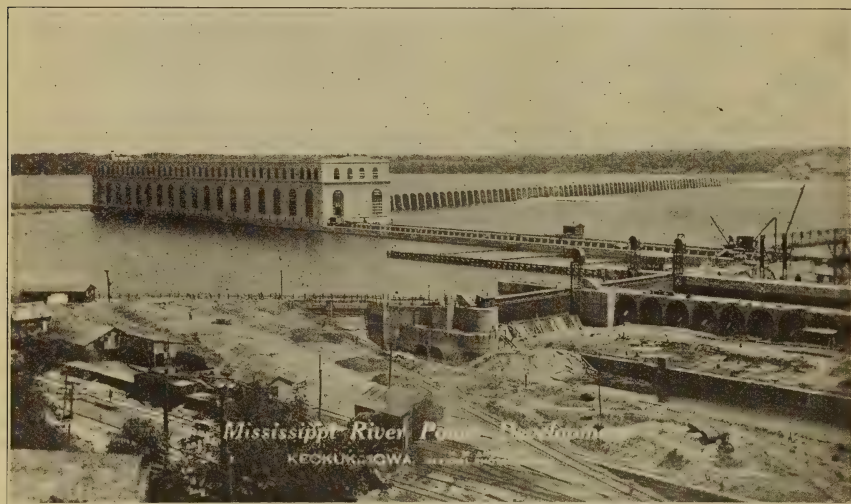
The commercial agents of the trunk lines of railroads operating out of Fort Smith have completed their reports concerning the production of the potato crop and of its disposition. About one thousand carloads of potatoes were shipped from Fort Smith, for which the growers received an average price of 50 cents a bushel, which cost, 400 bushels to the car, makes \$200 per car to the grower. The potatoes delivered in the car cost the growers about 25 cents a bushel, counting all expenses, and this would leave the growers \$100 net per car. While the price obtained was not as good as usual, it still enables the grower to realize a fair return on his investment. Over \$200,000 was realized in this district from the potato crop. The crop was handled by the Kansas City Southern, the St. Louis & San Francisco and the St. Louis, Iron Mountain & Southern railways. The stations on the K. C. S. Ry. shipping potatoes were Braden, Spiro, Peno, Redland, Fort Smith, Shady Point and Gans, Okla. Large quantities were handled in other places, but the foregoing applies only to the Fort Smith potato district.

Several Great Engineering Undertakings

The Great Power Dam at Keokuk, Iowa.

On August 26, 1913, the largest water power plant in the world was dedicated at Keokuk, Iowa, in the presence of the Governors of most of the Mississippi Valley states. As it now stands, completed after three years of incessant labor and battle against flood and ice, it is an engineering achievement second only to the Panama Canal. Those who have been fortunate to have had an opportunity to inspect it declare this to be one of the finest pieces of concrete work ever constructed any-

fender, all one solid concrete block, with a total linear measurement of 13,185 feet, or two and one half miles. The dam, with its abutments, has a length of 4,649 feet, or 88 hundredths of a mile; width 29 feet at top and 42 feet at bottom; height of structure 53 feet; composed of 119 arched spans, with piers six feet thick and span thirty feet inside; spillway sections each 30 feet long and 32 feet high; steel gates on top of spillways 11 by 32 feet; upstream face vertical; downstream face of spillways an ogee curve; dam keyed into limestone bottom of river about 5 feet.



THE GREAT POWER DAM AT KEOKUK, IOWA.

where. It is the largest dam ever built for the purpose of generating electric power. It crosses the Mississippi River for a distance of nine-tenths of a mile between Keokuk, Iowa, and Hamilton, Illinois, and was constructed by the engineers of the Mississippi River Power Company, the work being planned by Mr. Hugh L. Cooper, chief engineer, and carried out under his supervision.

The plant consists of the dam, power house, lock, dry dock, sea wall and ice

The power house has a length of 1,718 feet; width 132 feet 10 inches; total height 177 feet 6 inches. The substructure is built of solid concrete; the walls of reinforced concrete. The power house has four floors, containing the turbines, generators, transformers and electric accessories.

The power installation where completed consists of thirty units with turbine and generator on the same vertical shaft, with auxiliaries added. Fifteen power units have been installed. The turbines have a capac-

ity of 10,000-horse power each and can, when overloaded, supply 13,500-horse power each. The capacity of the turbines is 310,408-horse power, and the capacity of the generator is over 231,500 kilowatts. The city of St. Louis has purchased 60,000-horse power for a period of 99 years and 200,000-horse power is for sale and can be delivered at points within 150 to 200 miles. The cost of the plant entire was \$27,000,000.

The lock, for raising or lowering steam-boats passing up or down stream, has a width of 110 feet, a lift of 40 feet and a length of 400 feet inside and 618 feet 6 inches outside. The height of the walls is 52 feet 4 inches; thickness of the walls 8 to 33 feet; depth on sill 8 feet; gates span 115 feet. The time of lockage is from 10 to 15 minutes. The dry dock is located between the lock and the Iowa shore. The dimensions are 150 by 463 feet. Both the lock and the dry dock will be deeded to the U. S. Government free of cost. The sea wall has a length of 1,110 feet and a height of 45 to 73 feet. It is constructed to protect the railway tracks along the shore. The ice fender has a length of 2,325 feet and runs from the power house to the Iowa shore.

About 2,500 men were employed in the construction of this great work and about \$1,000,000 was expended for machinery used in construction, in addition to which there were 15 miles of railroad track, 16 locomotives and 142 cars. The material used consisted of about 650,000 cubic yards of concrete, requiring 650,000 barrels of cement and 300,000 cubic yards of sand. The power developed is about half the total of all five companies at Niagara on both sides of the international boundary.

The construction of this dam has created a beautiful lake and has provided a depth of 8 feet of water for navigation above the dam for a distance of 65 miles.

The Ozark Power Dam on White River.

The White River Construction Company, affiliated with the H. L. Doherty Company of New York and the Empire District Electric Company of Joplin, Mo., has under construction on White River, near Forsythe, in Taney County, Missouri, an electric power plant which, when completed, will cost approximately two million dollars. In connection with the electric power plant already established on Spring River, in Kansas, it is being built for the purpose of supplying electricity to the cities of Springfield, Joplin, Pittsburg and the numerous mining camps situated in that section.

The White River dam will be 1,400 feet long and will have a spillway of 600 feet. The height of the concrete wall will be 50 feet from the bedrock of the river and the water backed up will form a lake 22 miles in length with an average width of 500 feet. In the construction of this dam 120,000 sacks of Portland cement will be used and 100,000 cubic yards of earth will be moved. Seven hundred and fifty tons of steel will enter into construction of the dam and 10,000 tons will be used in the power house when the dam is completed.

The power house will contain 8 turbines, each capable of developing 5,000-horse power, and the line wires to Springfield, Mo., will carry through 50 miles of wilderness 60,000 volts of electric power. Over the roughest part of the country steel towers will be used. A recent test demonstrated that the new plant is capable of transmitting 30,000-horse power to Springfield, Joplin, Aurora and other points when in full operation.

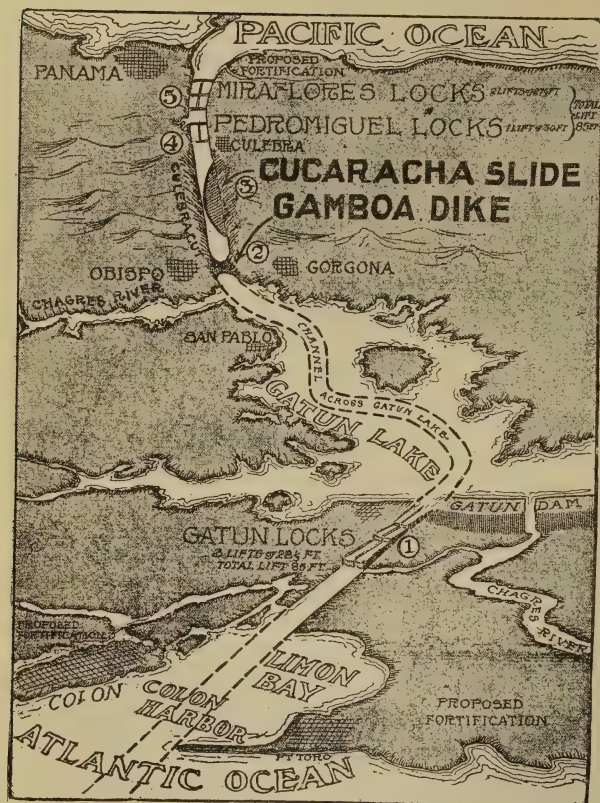
Work on the White River plant was begun in February, 1912, and has been rushed rapidly since that time. About 500 men were kept busily employed and the work is now practically completed. Trainload after trainload of material was shipped to Hollister and Branson, Mo., and there unloaded to be hauled overland over the roughest roads in Taney County 7 to 10 miles to Powersite, where the dam is located.

The lake formed by the dam has been named Lake Taneycomo, a combination of the names of the famous Lake Como in Italy and of Taney County, Missouri. It has an average depth of 20 feet. Dozens of motorboats, launches and even one stern wheel steamer are navigating the lake, reaching out into coves and creeks, affording a shore line of considerably more than one hundred miles. It may sound odd to say that there are several little shipyards on the upper reaches of White River in the Ozark mountain region.

On James River, a branch of White River, there is now under construction a reservoir dam calculated to impound one billion cubic feet of water. This dam will be two and one-half times as long as the power dam now practically completed and ten feet higher. It is located 100 miles above the power dam and three other reservoir dams of similar proportions are embraced in the general plan of construction.

The Panama Canal.

The greatest of the world's constructive undertakings, the Panama Canal is now



MAP SHOWING THE LOCATION OF THE PANAMA CANAL.

rapidly nearing completion. It will be formally opened to commerce in 1915 beyond reasonable doubt, although ships will pass through earlier, possibly before the close of 1913. Work on the canal was commenced by the Americans in 1904 and has continued steadily to this date and will until its opening.

The Panama Canal is fifty and one-half miles long and the channel is from 300 to 1,000 feet wide. It will take a vessel from ten to twelve hours to pass through, while it now takes a month by way of the Straits of Magellan. The canal, when completed, will have cost the United States the sum of \$375,000,000. The quantity of earth and stone excavated is estimated at 212,504,138 cubic yards and the concrete work done amounts to 5,000,000 cubic yards. The labor used on the canal was principally Jamaican negroes, with some Portuguese, Spaniards and Italians. The skilled labor is to a large

extent taken from the ranks of American railway men, and there are and were in use over one hundred steam shovels and thirty-five locomotives, not including the seventy locomotives of the Panama railway.

On October 10, 1913, the dam holding back the waters of Gatun Lake was dynamited, letting into Culebra Cut the waters of the lake, and the work will be continued by dredging. On the Pacific side the channel has also been opened. Considerable dredging and cleaning up will have to be done before ships will be able to pass through, though most of the work has been completed.

A vessel entering the canal on the Atlantic side enters a sea-level channel and goes for seven miles under its own steam to the Gatun locks. At Gatun it is lifted 85 feet through a series of three locks to the waters of Gatun Lake. It is towed

through the locks by electric locomotives, operating on each side of the canal. All the power used is generated at Gatun from a large hydro-electrical plant where turbines are operated by waste water from Gatun Lake, which covers 164 square miles and is formed by impounding the waters of the Chagres River.

Vessels on entering Gatun Lake may go for 23 miles at full speed to Culebra Cut. They will pass through Culebra Cut at reduced speed for 9 miles to the Pedro Miguel Lock. At this lock they will be lowered from 85 feet above sea level to 55 feet, a drop of 30 feet, passing into Miraflores Lake, a small artificial lake about two miles square. They will pass through this lake for a mile and a half to the Miraflores Locks and then through two locks they are dropped for 55 feet to sea level on the Pacific side, steaming out through the channel for 8 miles to the deep waters of Panama Bay.

Mentally we are prone to place the Isthmus of Panama much further west than it really is. As a matter of fact, the canal is in the same longitude as Pittsburgh, Pa. The City of Colon is about nine and one-half degrees east of New Orleans. The Isthmus lies east and west, not north and south, and the canal itself runs practically north and south.

The year 1914 might be appropriately termed the year of canals. Official announcement has just been made by the Massachusetts authorities that the canal which will cut off the forearm of Massachusetts, Cape Cod, at the shoulder will be completed early next year and opened for navigation, and close on its heels comes news that Texas will also complete the canal which the state has been building near Houston some time in 1914.

Of these canals the one now under construction at Cape Cod to connect Buzzards Bay with Massachusetts Bay is the only one which represents the investment of private capital. The Cape Code canal represents the initial portion of the proposition laid down nearly 100 years ago by John C. Calhoun when he was Secretary of War in the administration of President Monroe.

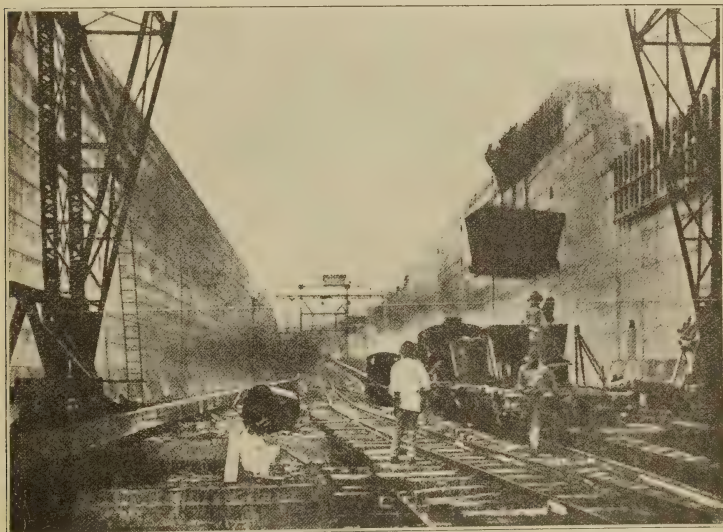
The canal, which would shorten the distance from Boston to New York and would also make possible practically safe naviga-

tion by avoiding Cape Cod, was outlined by Calhoun as the beginning of artificial intercostal canal systems stretching from Massachusetts Bay to the Gulf of Mexico. A part of that system is now in operation, and the balance will soon be under way.

In the year 1914, in all probability, the greater part of the work for the improvement of the Erie Canal will have been completed, and if the great terminal basin which is to be established at the west end of Long Island fronting New York harbor were also then finished, this stupendous canal proposition, which is to cost about two-thirds as much as the Panama Canal, will also be ready to float barges of a thousand tons capacity.

At the remote southwest, as compared with Cape Cod, Houston is to celebrate the construction of an artificial ship channel by means of which ocean-going vessels will be able to dock at Houston.

The government of the United States is sponsoring this canal with the abundant assistance of Houston herself, and the government's engineers are perfecting this artificial channel. There is to be a turning basin at the upper end of this channel, and the city of Houston will build as perfect a system of wharfage as is to be found in the United States upon the front of this basin.



GATUN LOCKS, UNDER CONSTRUCTION.



THE NEW UNION PASSENGER STATION, KANSAS CITY, MO.

Under construction for Kansas City Terminal Co.; construction on three levels; first for baggage, express and mail; second for fast train service, and third for waiting-rooms, ticket offices, etc.; 500 feet long on street level; main lobby 100x240 feet, 108 feet high, finished in gray Tennessee marble; interior entrances, toilet, rest and waiting-rooms also in marble; exterior of Indiana oolitic limestone, treated in Renaissance style; elevators and moving stairways; steam, direct and fan system of heating to cost about \$300,000; cement tile roof; building cost about \$5,000,000; architect, Jarvis Hunt, Chicago; chief engineer, John V. Hanna, Kansas City; general contractor, George A. Fuller Company, New York; subcontractors include Jacques Steel Co., Kansas City, for ornamental bronze and steel work; Pehl Metal Products Co., Kansas City, for galvanized ducts; E. D. Hornbrook, Kansas City, for heating. The structure is one feature of terminal construction contemplated by Kansas City Terminal Co., which will ultimately involve an estimated expenditure of \$30,000,000.

Activities of the Kansas City Southern Agricultural Department

The activities of the K. C. S. Railway Company's agriculturalist, Mr. J. Hollister Tull, cover a wide range of subjects to be dealt with from time to time. During the month of August, 1913, there was organized at Mena, Ark., the Polk County Live Stock and Forage Crop Association, for the purpose of improving the live stock in the county and for raising the proper forages. A careful study of breeds, their management, handling and marketing is embraced in the objects to be attained by the association. Dairying and the commercial handling of cream and the ultimate establishment of a creamery are also under consideration. The town of Waldron, county seat of Scott County, Arkansas, has secured a co-operative creamery, housed in a new building erected at a cost of \$6,000.

The production of peanuts has been greatly increased in Southwestern Arkansas. The vines make good forage and the nuts are readily marketed at the peanut factories in Texarkana, Tex., and Shreveport, La.

A two days' encampment school, with

poultry show, will be at Mena, Ark., some time in October, at which time will be awarded also the prizes offered to the Boys' Corn and Cotton Clubs.

Live stock shipping clubs were organized at Leesville, Hornbeck, Many and Zwolle, La.

A company for the cultivation of grapes, with capital stock of \$50,000, was organized at Anderson, Mo.

A demonstration car, to illustrate by lectures and living specimens the raising and handling of poultry, eggs and other poultry products, will visit the various stations of the K. C. S. Railway during the month of October.

Nearly all the parishes of Louisiana are now maintaining a Government County Demonstration Agent to help devise better methods of farming.

A market has been provided for the orange crop of Johnson's Bayou territory, near Port Arthur, Tex. The crop will be handled by way of Kansas City, Mo.

Five agricultural encampment schools were held in Oklahoma. Of these, one was



AGRICULTURAL DEMONSTRATION TRAIN AT DE RIDDER, LA.

held at Stilwell and another at Poteau, Okla., both stations on the K. C. S. Railway. The instructors were ten agricultural experts from the Oklahoma Agricultural College, who carried with them tents and field equipment, a number of very fine animals, agricultural exhibits and moving pictures and lantern slide outfits. The K. C. S. Railway Agricultural Train was timed so as to be at the stations named when the schools were in session.

A United States poultry and egg demon-

stration train visited the cities of Neosho and Joplin, Mo., and a series of lectures were given on poultry raising and egg shipping. The K. C. S. Agricultural Department has recently issued a pamphlet on the cultivation of the sweet potato, and another on peanut culture. A third publication on poultry raising is in course of preparation. Copies may be obtained by addressing J. Hollister Tull, Agriculturalist, K. C. S. Railway, Mena, Ark.

Little River County, Arkansas

On account of the rush to the West, little attention has been paid to the country bordering the states of Oklahoma and Texas, and for this reason the many opportunities offered in Little River County, Arkansas, have been passed to await the return of the prodigal. But since the mad rush is over, man, in his common way of thinking, has come to know that "Booms are Nothing," but "Mother Earth is generous everywhere." Little River County, with its acres and acres of good, rich, level land, good water, good health, good climate and good people, has come to the rescue and offers the farmer, the stock raiser and the working man a home of plenty and happiness.

Little River County is located in the extreme southwest corner of the State of Arkansas; the first county south of the foothills of the Boston Mountains; wedged in, you might say, between the two beautiful streams, Little River and Red River. Little River on the north and east, is a small river coming down out of the mountains of eastern Oklahoma, being fed on the way by numerous small streams and springs. Red River, on the south and west, is the boundary line between this county and the State of Texas, and Little River County, being between these two streams, is composed mostly of rich, fertile valley lands, insuring the farmer and stock raiser a good, rich farm or ranch.

Ashdown, the county seat and largest town in the county, is located in the central portion of the county. Public roads from all parts of the county lead to Ashdown. It is a town of about 3,000 people and has three trunk line railroads (The Kansas City Southern, the Frisco and the Memphis, Dallas and Gulf) which afford very fine shipping facilities to the north, east, south and west. It also has a stave mill, cotton oil

mill, flour mill, two wholesale grocery houses, two banks, two good hardware, furniture and implement stores, several good dry goods and grocery stores, a \$40,000 court house, a \$20,000 school building, four nice churches, a \$40,000 brick hotel just completed and numerous other buildings. Ashdown is a comparatively new place, but is growing very fast, there being at least six modern dwelling houses together with brick store buildings going up each month.

Winthrop, Wilton and Ogden are prosperous towns of 700 to 1,000 people surrounded by good farm lands. Little River County affords raw material for a large saw and planing mill, box factory, furniture factory, spoke and handle factory, brick factory, ice plant, truck gardeners, dairymen.

The valley lands on Red River are of a deep, sandy loam soil, loose and very easily cultivated, and will grow from 50 to 75 bushels of corn, from $\frac{3}{4}$ to a bale and a half of cotton, and from four to six tons of alfalfa hay per acre. It also grows potatoes, sugar cane, timothy, clover and any other staple crops grown in the South.

The valley lands of Little River are of a dark, deep sandy loam soil, which is very easily cultivated and will produce equally as well as the lands of Red River. The remainder of the county is composed mostly of rich, dark sandy loam upland, with a red clay subsoil, which is very fine for corn, cotton, vegetables, melons of all kinds, berries, sugar cane, potatoes, as well as other staple crops.

The annual rainfall as reported by the United States weather bureau at Ashdown is 52 inches, well distributed through the months, which accounts in a degree for the wonderful growth of vegetation and the great production of which we so proudly boast and enjoy.

The climate of Little River County is very

mild, making it an exceptionally nice place to live and a very nice place for farming and stock raising of all kinds. The spring and autumn seasons are long and the spring and autumn rains come so close together that it is not very hot during the summer, and the winters are so mild that the stock run at large on the range all winter. This climate is very helpful to the farmer, for it enables him to get two crops of potatoes and other crops per year and to gather vegetables out of the garden eight months out of the year, and besides he has no hard winters on his stock. Thousands of head of horses, cattle and hogs run at large on the range all the year, practically free of cost. All kinds of stock do well here, cattle and hogs being especially profitable. We have about two months we call winter. We often have frosts but seldom ice or snow. The soft, cool breezes from the Gulf temper the summer heat and the nights are cool and pleasant, even in the hottest weather. The highest temperature in summer is rarely ever above eighty-four (84) degrees and the lowest in winter but twenty above zero, nor do we have the heavy tempestuous winds like the prairie countries in the north and west, entirely free from blizzards and cyclones.

Our schools and churches are of the best. All the leading denominations of the churches are represented here and have houses of worship both in town and coun-

try. We have strictly a prohibition county, and all of our citizens believe in the up-building of our country. The schools are of the best, each district having at least from six to nine months free school each year, and the special districts have a nine months' school every year. These schools are supported by State taxation and are well graded and supervised.

We are not bothered with colds and kindred ailments produced therefrom, such as rheumatism, pneumonia, la grippe and various throat and lung troubles which are so annoying and fatal during the long cold winters of the North. In our location, the balmy fragrance of the distant pine forests and the salt water breezes of the gulf purify the air and destroy the germs of contaminating infection, hence, making the health conditions even better than most Northern countries. The idea you may have that this country is unhealthy, like many other things you hear, is a gross misunderstanding of the facts.

The water here is of the best and can be gotten in abundance at a depth of from 14 to 25 feet. We never know a water famine. Stock water is always available from the rivers as well as the small streams which never go dry.

Wells can be dug or driven anywhere without coming in contact with stone. There is not a big hill in the county, and yet the land is generally well drained.

Amoret, Mo., and Adjacent Country

Amoret is in Bates County, Missouri, and is sixty-nine miles south of Kansas City. Its altitude above sea level is 830 feet. The population is about 600, most of whom are engaged in agricultural pursuits. It is a thriving, well built town, in a well settled section of country, depending principally for its business on the production of grain and live stock on the farms surrounding it. While perhaps seven-eighths of the crops are consumed at home, considerable shipments of grain and other field crops are nevertheless made. The shipments vary from year to year, but run from four to six car loads of flax seed, fifty to seventy-five car loads of wheat and corn, forty to one hundred car loads of hay, seventy-five to one hundred and fifty car loads of apples, eight to fifteen thousand pounds of poultry, twelve to fifteen thousand cases of eggs, fifteen to twenty-five car loads of cattle, ten

to twenty car loads of hogs, sheep and goats, and considerable quantities of hides, furs, dairy products, nuts, etc.

There are in the town a grain elevator, hardwood sawmill, a roller mill, a creamery, cement block factory, drug house, furniture store, hardware and implement house, hotel, lumber yard, the Bank of Amoret, with \$25,000 capital, and about seven general merchandise establishments with stocks valued at over \$50,000, and several minor mercantile and industrial ventures. Amoret also has a weekly newspaper, a good graded school, two churches and a public hall.

The improvement made in town during the year ending June 30, 1913, consisted of ten dwellings, valued at \$10,000, one mercantile building, cost \$1,000; one concrete factory building, cost \$2,000, a new brick bank building, cost \$4,000, addition to church building, \$2,000, and new concrete

sidewalks, costing \$3,000. A new concrete factory was added to the local industries.

Coal is abundant in and around Amoret and indications of oil and gas are found in many places. Coal is mined for local needs and is delivered at six to eight cents per bushel. The coal deposits should be developed as the supply is abundant and convenient to market.

The prevailing soil is a deep dark to black loam, very fertile and easy to cultivate. The climate is one of ample rainfall and humidity and is well adapted to the cultivation of general farm crops, such as corn, wheat, oats, clover, timothy, blue grass, alfalfa and all varieties of forage crops. This soil is noted for its resistance to extremes in the weather, and is particularly favorable to the production of forage. The raising of live stock, breeding, fatten-

ing and marketing is one of the most important industries in the county.

The fruit grown in this section is of superior quality and large quantities of cherries, plums, berries and commercial truck are produced. The larger orchard in the vicinity is that of the Darby Fruit Farm. It consists of 843 acres of which 543 acres are set to fruit trees. It is a commercial apple orchard and produces from 75,000 to 125,000 bushels per year. The orchard is provided with up-to-date packing sheds, where the apples are graded and loaded on cars the same day they are picked. Last year 20,000 barrels of apples were sold from this orchard and shipments of 65 to 110 car loads from this orchard are not uncommon.

CHARLES R. BOWMAN.

Lake Charles, La., and Its Opportunities

(Gulf States Farmer, New Orleans.)

"If we had one-half of what you possess we would spend \$1,000,000 in advertising the fact."

The speaker was from Iowa—from a state noted for its resources. Being a man of some means and good judgment, he invested \$18,000 in Calcasieu parish land last week, after he had been in the city but three days. He was satisfied. He had seen enough.

"The great trouble encountered in advertising Louisiana, and particularly Southwest Louisiana," he continued, "is in causing those in the North and East to believe one-half of what you try to tell them. Some of the statements, off hand, would sound ridiculous to you or to me if we did not know—if we had not investigated."

The man from Iowa correctly sized up the situation. If the dissatisfied ones in the great Middle West could but be made to understand and realize the opportunities this country holds out, the emigration to the Candian Northwest would end so abruptly that it would call forth astonishment. In the opinion of the writer the lack of intelligent and effective exploitation is causing us to lose hundreds of thousands of

sturdy citizens who are now going elsewhere only to pay higher prices for less prolific lands and less beautiful homes.

Where can a more beautiful, healthful city than Lake Charles be found? Certainly nature has done much to make us who live here thankful for. As an industrial and manufacturing center, with her great natural resources just beginning to be developed, Lake Charles ranks second in the state. Shreveport may have a greater population, but she does not outrank Lake Charles as a manufacturing and shipping point. Recently the writer was asked to relate as briefly as possible what Lake Charles could offer the prospective home-seeker, the investor, or others who desired to move, and our reply was that it would be impossible to reply "briefly," as there is entirely too much to be said about it. However, as an idea of what exists to be offered, we enumerated the following:

Lumber, the finest pine in the world.
Rice, the greatest cereal in the world.
Oil, the greatest fuel in the world.
Sulphur, the greatest mines in the world.
Salt, the largest mines in the world.
Sugar, the whitest in the world.
Truck, the largest shipping point in Southern Louisiana.

Cattle, vast herds for all big packing houses.

Water, the most beautiful river and one of the most perfect lakes.

Scenery, unsurpassed anywhere.

Climate, equal to Southern California.

People, progressive, cultured and hospitable.

Schools, best in the South.

Unexcelled Transportation, both water and rail.

Has any section of the United States more to offer?

But, as we said in the beginning, to possess so much that is not developed—to feel that we could have the people and the capital if the facts were but known, is discouraging to many of us who are anxious to witness the great transformation which is just as sure to come sooner or later as the sun is to rise and set. But we want to see it now. And the only thing that stands in the way is proper exploitation.

Hundreds of thousands of acres of land—prairie land, rice land, cut-over land and timbered lands, remain undeveloped in the vicinity of Lake Charles, and every acre is worth a small fortune if it falls into the right hands and is cultivated. While these lands can be had for one-third of what would have to be paid for them in Illinois, Iowa, Nebraska or other states, they are worth double the value because something can be grown upon them twelve months in the year. One piece of land in the vicinity of Lake Charles has frequently produced three crops in one year.

What Lake Charles needs, and what Louisiana needs is people who will come here and work these idle acres, but the only way we can successfully hope to get them is to first extend them the invitation and then interest them sufficiently by advertising to cause them to accept it. It is a simple case of going down into our clothes and paying for the proper advertising—just the same as has been done in every other country which has successfully turned undeveloped lands into pretty farms and prosperous communities.

One hundred thousand dollars properly expended throughout the North and East, telling of Lake Charles and Calcasieu parish would yield returns that even the most optimistic would marvel at it. And what is

said of Lake Charles applies as well to almost every section of the entire state of Louisiana. Lake Charles is surrounded by natural resources unequalled by any city in the United States. This is a broad statement, but one easily corroborated.

Lake Charles is eight miles from the mines of the Union Sulphur Company, now producing ninety-eight per cent of the crude sulphur of the world, worth many millions and employing hundreds of workmen, skilled and unskilled.

Lake Charles is center of the great Louisiana petroleum belt, eight miles from the Edgerly field, twelve miles from the newly discovered field at Vinton; eighteen miles from Welsh field, and thirty miles from the great Jennings field. Pipe lines run into the city.

Lake Charles is center of the great Louisiana rice belt. Calcasieu, the parish in which Lake Charles is located, produces more rice than the entire State of Texas, or the total amount raised in the Carolinas, Georgia, Mississippi, Alabama, Arkansas and Florida.

Salt has been discovered within a few miles of the city and preparations are being made to develop the mines. The great Avery salt mines are sixty miles east.

Lake Charles is on the Calcasieu River, thirty miles from the Gulf of Mexico. Light draft vessels operate between this point, Galveston and Mexican ports. Deep water is being worked for and will eventually be had.

The world-famous Calcasieu long leaf lumber comes from the territory surrounding Lake Charles on the west and north. Within sixty miles of Lake Charles there are eighty-five mammoth pine saw mills. This makes Lake Charles the largest lumber manufacturing and shipping point in the world.

With her population of 16,000, coupled with 3,000 additional souls in suburban and adjacent mill towns, Lake Charles continues to go forward just because she is too blessed to remain at a standstill. But it makes many of us draw some wonderful pictures of what Lake Charles and Calcasieu parish would be if we were but advertised as we should be.

Pittsburg, Kansas, and Other Towns of the Pittsburg Coal Field

Pittsburg, Kansas, is the financial and commercial center of the great Kansas coal field, located in the southeastern part of the state. The city has a population in excess of 21,000 and which is steadily increasing. It is the general supply point for a large coal mining area and is connected with nearly all the mining camps in the district by the Interurban Electric lines of the Joplin and Pittsburg Electric Ry. and the several railway lines traversing the district. Pittsburg is a division terminus of the Kansas City Southern Railway and also has transportation facilities through the St. Louis & San Francisco, Atchison, Topeka & Santa Fe and the Missouri Pacific Railways. The Joplin and Pittsburg electric lines have about one hundred miles of track and reach nineteen different towns and villages. These interurban lines make Pittsburg accessible to about 100,000 people.

The principal industry of Pittsburg is coal mining. More than ten thousand miners are employed in the digging of coal and the annual output is more than 6,000,000 tons. From these figures the importance of this district and Pittsburg is shown. In view of

the fact that Pittsburg is the center of the district, nearly all of the local offices of the coal mines are centered there. This affords much in the way of business for the city.

Among the manufacturers of Pittsburg are the following:

The Nesch paying brick plant, tile works, three ice factories, artificial stone plants, foundry and machine shop, boiler works, packing house, straw hat manufactory, pottery plant, planing mills, Du Pont Powder company, two plants of smelters and several small industries. Aside from the manufactories proper are the principal shops of the Kansas City Southern Railway Company, which employ 1,000 men.

There are four banks in the city. Pittsburg is noted as one of the strongest financial centers in the West. Every bank is on a firm financial basis and all are well known throughout the country. During the recent panic of 1907, when the banks in other cities were using cashier certificates the banks in Pittsburg were doing business with the coin of the realm. The Pittsburg clearing house shows that the monthly business of these institutions average \$1,000,000, which is an



BROADWAY, NORTH OF FOURTH STREET, PITTSBURG, KANSAS.



BROADWAY, SOUTH OF FOURTH STREET, PITTSBURG, KANSAS.

excellent record for the city as well as the banks.

As a residence city Pittsburg figures prominently. The many broad, paved streets lined with beautiful dwellings makes this city one of the most beautiful in the state of Kansas. The citizens never hesitate when it comes to public improvements. Through this spirit they have made the city one that is beautiful and a good place in which to live.

As an educational center, Pittsburg has gained a standing among the other cities of the state. In fact the city possesses many more educational advantages than many other cities of the United States. The state Manual Training Normal school is located in Pittsburg. The Normal is located at the southern edge of the limits of the city. A \$250,000 building in the hands of an excellent corps of instructors has made this school a success.

In the Manual Training Normal are taught the following branches of nearly all trades: Carpentering, blacksmithing, molding, boilermaking, cabinetmaking and a large number of other things.

Everything which pertains to home life, such as cooking, housekeeping, sewing and everything which fits a young woman to know exactly the home duties are also taught. There also is a musical department, where instruction is given in both instrumental and vocal departments. The normal possesses a 14-piece orchestra, which provides music of that nature for all the entertainments. The regular enrollment of the Normal is about 1,200, and its graduates are teaching manual training in nearly every state in the United States.

The industrial arts building will soon be completed in connection with the Normal. This building will cost \$50,000. With the fixtures and interior decorations the entire building will cost at least \$75,000. It will be one of the most elaborate structures in this section of Kansas.

Aside from these state institutions Pittsburg itself possesses one of the finest public school systems in the West.

Many persons move to Pittsburg to take advantage of this system for their children. Naturally the magnificent four-story high school building stands at the head of these, and that it is a popular place of learning may be judged from the fact that it is at present taxed to its utmost capacity, and there now is under consideration by the board of education the erection of two wings thereto to relieve the congestion. In addition to this, there are large grade schools in the First, Second, Third and two in the Fourth ward.

A feature which has proven of much benefit to the educational interests of Pittsburg is the establishment of a night school for the education of those who are compelled to work and otherwise would have no opportunity to pursue studies for which they are eager. More than 125 are enrolled at this school, which is under the control of the board of education and taught by the regular instructors. This school embraces a regular business course.

Pittsburg has another distinctive feature to its school system. The citizens decided that the negro children of the city would progress more rapidly in a school of their own and voted bonds for the erection and equipment of a school for children of the

negro race. That the move was a wise one is evidenced from the fact that there is an enrollment of 100 children in this school, and the school census shows that there are only 103 negro children of school age in Pittsburg.

In addition to the public educational institutions the city also has a business college of high order.

In the way of public improvement much has been accomplished in the past year. Within the last two years the waterworks have been purchased by the city. Since the purchase many new mains have been laid and the portions of the city that suffered for water are now covered. The revenue from the above purchase has been such that the necessary indebtedness has been met so far.

During the past year much paving has been done in Pittsburg. Many contracts which are now under construction are making Pittsburg the ideal city to live in. In order that the city will be more sanitary many of the marshy lands have been filled. Curbing, guttering, concrete bridges have been installed to take care of the water.

One of the beauty spots of Pittsburg is Lincoln Park, which has been installed. It is known all over the state as being one of the finest of parks.

It has only been in the past few months that twelve acres of wooded lands have been purchased and added to this park. This of course will enhance the value of this breathing spot in Pittsburg.

A city of churches is the manner in which Pittsburg might properly be defined, when the matter of religious teachings is considered. Eighteen churches are situated in Pittsburg, each with a growing membership,

and the various denominations' work is seen in the reports of the church boards.

Some of the houses of worship are of architectural beauty, representing investments of thousands and the labor of their members in providing for their church homes.

Two new churches probably will be erected within the next year. The First Methodist Episcopal members are arranging for the construction of an edifice to cost \$30,000, and the Christian denomination also is considering the erection of a handsome church structure.

A structure that cost \$75,000 houses the Y. M. C. A. in Pittsburg, and nowhere in the country is there a city of Pittsburg's size that can boast of so handsome a structure, erected for similar purposes. The "Y" has a large membership, but a campaign to increase it, that more of the young men especially may become affiliated with it, is in progress.

The territory tributary to Pittsburg is one of the richest sections in the entire state. The coal mines that yearly net large fortunes for the owners and the vast farming industry in the rich soil, all of which are centered around Pittsburg, enhance the business of the city.

Girard, situated about twelve miles north and west of Pittsburg, is connected with this city by the Frisco and Santa Fe steam railroads and the interurban system. It is the county seat of Crawford County, although an alternate division of the district court is held in Pittsburg. Girard is a good town, possessing a progressive force of business men, and always has done a good trade with the surrounding farming community.



W. S. DICKEY CLAY MFG. CO. PLANT, PITTSBURG, KANSAS.



ZINC SMELTERS, PITTSBURG, KANSAS.

It possesses the county courthouse and one or two manufactories. Good schools are maintained there, and there is an excellent citizenship which maintains numerous churches.

Since the building of the Girard Coal Belt Railway, now a part of the Heim system, its importance has been enhanced.

Frontenac, three miles north and one mile east of Pittsburg, is another good town. It possesses about 3,500 citizens and is a favorite place of residence for many of the miners of the north district. It has some of the best producing mines in the district contiguous and every business is represented there. The public school system is excellent. Frontenac and Pittsburg are growing together on the north and there is talk of con-

solidation in the future. The two places are connected by the Santa Fe and interurban lines.

Thirteen miles northeast of Pittsburg is Mulberry, the two being connected by the Frisco, Kansas City Southern and interurban lines. It is one of the old towns of Crawford County and is a pretty place, with neat residences and all classes of business represented. A good school system provides for the education of the children. It recently has been discovered that there is a sufficient population there to be ranked as a city of the second class.

North and northwest of Pittsburg, in the heart of the north coal fields, are several good mining camps, where there is a good population of the workers in the mines and



KANSAS CITY SOUTHERN RAILWAY SHOPS, PITTSBURG, KANSAS.

their families. Schools are maintained, and business houses are there. These are all connected with Pittsburg by the interurban system, and some of them by the Kansas City Southern and Missouri Pacific railways. The names of these places and distances from Pittsburg follow: Arma, nine miles; Curranville, eight miles; Radley, seven miles, and Dunkirk, six miles.

East of Pittsburg, in Barton County, Missouri, is Minden Mines, a flourishing coal center and one of the heaviest hay shipping points in southwest Missouri. All kinds of business is represented there. It possesses an excellent school system and is quite a bustling little place. It is connected to Pittsburg by the Frisco and Missouri Pacific railways.

Southeast of Pittsburg are Asbury, Mo., ten miles distant, with Kansas City Southern, Missouri Pacific and interurban connections, and Opolis, Kan., six miles, with a Frisco connection. Kniveton, six miles distant, also has an interurban connection. These are quite prosperous little places and do a good business in hay and other farm product shipments.

Southwest of Pittsburg, nine miles distant, is Weir City, one of the good towns of north Cherokee County. The business of Weir City is heavy and it is a delightful place of residence. It has a fine church and school system and it was here that the State

School of Mines was located. Weir City is connected with Pittsburg by the Frisco and interurban railways.

Again, southwest nine miles, is quite an important little city, Cherokee. Its name would indicate that it belonged to the county south of Pittsburg, but such is not the case, as here is situated the Crawford County high school, and there are numerous other educational institutions, as well as several churches. It is important from having a roundhouse of the Frisco railroad situated there and is quite a railroad center. It is connected with this city by the Frisco and interurban lines.

Thirteen miles southwest, and with the Frisco and interurban connections with Pittsburg, is Scammon, which is eminently a mining town, as there are many coal mines surrounding it, and the population is to a great extent that connected with the coal mining industry. Its schools and churches are of the best. There is an excellent trade enjoyed by individual merchants, in addition to that at the regular company stores.

Other cities southwest are East and West Mineral, Skidmore, Turck, Stippville and Columbus, but their trade more naturally belongs to the latter place. West Mineral bears the distinction of being one of the very best business points in Cherokee County.



VITRIFIED BRICK PAVING CO., PITTSBURG, KANSAS.

Miscellaneous Mention

Louisiana Cattle at Top Prices.

In a recent issue of The Journal (Shreveport, La.) was printed a brief news item regarding the sale of a bunch of Caddo Parish raised cattle by Captain W. F. Dillon, the steers bringing the top market price on the St. Louis market. Here is an extract from a Kansas City stock yards market letter under date of April 12th:

"Cattle receipts here have been light since Tuesday this week, and the market is closing the week 10 to 25 cents above the close of last week. One of the features of this week has been sales of cattle from Louisiana at the highest prices ever paid for cattle from that state. Mr. Hearne of Mooringsport had four loads of fat steers here Wednesday which sold at \$7.65 per hundred and weighed 1,119 pounds each. These cattle were produced cheaply, grass and a little cottonseed meal composing the ration fed to them, and the sale was not only gratifying to Mr. Hearne, who, with his wife, was in Kansas City this week, but it is also valuable as an object lesson for other Louisiana cattle raisers and farmers, showing the profits in stock raising at this time. Other Louisiana sales here this week were some little steers from Frierson, 784 pounds average, at \$6.75, and a load of oxen from the same point, 1,172 pounds average, at \$6.60, both very good sales considering the quality of the cattle. Arkansas cattle have been scarce this week, but several shipments of stock hogs from Arkansas and Northern Louisiana have arrived here recently en route to farms in Missouri and Kansas to be fed out. This business is growing pretty fast, account of the short number of hogs in the corn country. As a rule, these stock hogs have cost about 9 cents a pound, laid down at home. The hog market is advancing, prices today being the highest paid this spring. Top price, \$9.20; bulk of sales, \$8.95 to \$9.15. Light hogs highest, at \$9.10 to \$9.20.

The two incidents mentioned are but samples of what is occurring almost every week at St. Louis, Kansas City, Chicago, Fort Worth and other cattle markets. They throw an interesting light upon what is being accomplished in this direction in north

Louisiana and indicate what greater things might be done. There is no section of the United States which can raise fine cattle and hogs more cheaply than north Louisiana.

LOUISIANA PRODUCTS YIELD ANNUALLY \$200,000,000; CAN FEED, CLOTHE HALF AMERICA.

The statistical report of the Louisiana Bureau of Agriculture for 1912 shows what Louisiana produced for the year:

368,217 bales of cotton, valued at \$18,100,439.
 25,455,086 bushels of corn, valued at \$15,035,489.
 256,706,740 pounds of sugar, valued at \$10,507,942.
 289,281 barrels of syrup and molasses, valued at \$2,781,818.
 406,374,359 pounds of rough rice, valued at \$8,273,901.
 439,850 bushels of peanuts, valued at \$332,205.
 2,984,630 bushels of sweet potatoes, valued at \$1,251,542.
 1,125,900 bushels of Irish potatoes, valued at \$1,015,613.
 322,840 tons of hay, valued at \$3,653,527.
 791,410 bushels of oats, valued at \$432,470.
 208,050 boxes of oranges, valued at \$258,025.
 192,900 pounds of tobacco, valued at \$96,450.
 605 carloads of strawberries, shipped, valued at \$582,050.
 981 carloads of vegetables, shipped, valued at \$263,980.
 12,516,400 barrels of oil, valued at \$9,387,300.
 475,000 tons of sulphur, valued at \$9,500,000.
 200,000 tons of salt, valued at \$1,000,000.
 4,246,775 gallons of milk, valued at \$1,293,925.
 799 carloads of cattle shipped, valued at \$448,760.
 129 carloads of hogs shipped, valued at \$77,830.
 3,944,316,786 feet of lumber, valued at \$39,962,135.

Output of 159 other factories, valued at \$15,067,000.

Output of 21 canning factories, valued at \$392,100.

Total, \$140,314,591.

The above are the products of the farms, factories and mines exclusive of the two parishes which failed to send their data, and from New Orleans, which is never included in the country statistics. Stock, food, dairy products, vegetables, melons, fruits, cotton seed with its by-products (oil, hulls and meal) and seed of lespedeza are not included in the above statement, but will aggregate fully \$227,150,000.

LOUISIANA'S CORN CROP.

The new Orleans Picayune predicts that Louisiana's corn crop for 1913 will measure up to from 60,000,000 to 80,000,000 bushels, the approximate value of which will be from \$40,000,000 to \$50,000,000.

Arrangements for all the money necessary to move the crops have been made, and the harvesting of the largest production in the state's history will soon begin. An offer has been made by a New Orleans exporter to take several million bushels at the September option, which is about 65c per bushel.

"The leading growers," says the Picayune, "are divided on the question whether to accept the New Orleans broker's offer to market their crop at the September option price. Some of them think the price too low. Continued drought through the corn belt and elsewhere will reduce the United States yield this year and they believe a new record in corn price will be reached before the end of the year."

BECAME A FARMER AT 56.

C. V. Coughenour, Hatfield, Ark.

That I am one of the former wage earners who now own farms I trace to two things, the introduction of unionism among the saddle and harness makers of Kansas City, which so improved the condition of the mechanics that I finally had an attractive little home—and the fact that at 56 bronchial trouble turned to asthma.

Forced into the open country, I decided to buy a little farm, having saved enough to make a first payment on one, and then trust to selling our little home. But in three days a real estate agent had sold it for me, so I was able to buy thirty-five acres one mile from Little Blue Station, a small farm I saw advertised in the Star, for cash.

I lived on the 35-acre farm for five years, got rid of my asthma and found that I could farm by reading good farm papers and bulletins and by going to men whom I saw were good farmers. The slipshod and poor farmers give advice without asking, but the real farmer's crops and stock tell you whom to go to when in doubt.

I concluded to sell and go south. I put an "ad" in the Star and the following morning sold the 35-acre tract to one of my neighbors for double what I had paid for it five years before.

I came down here to Arkansas and bought the 200-acre farm I am living on. Two years ago I built a good barn 26x36 and 14 feet high, with hay carrier, and am now getting out stone and timber to build an 8-room house. I am 65 years old and hearty as a buck, have a hundred acres in cultivation, rent part of it and farm the rest myself. I use riding plows and can plow as much as any man, young or old.

I took first premium on baled hay at two fairs this fall—red top and alfalfa of my own sowing. The natives thought it could not be raised here. My alfalfa made this year forty-four bales per acre the first cutting.—Kansas City Star, Oct. 5, 1913.

WHAT WE DO IN OUR BACK YARD.

We live in a small town of 2,000 people and have a lot 66x110. We have a garden spot of 30 feet square. On this we have raised all the potatoes we have used all summer. Later planted peas between the potato rows and they are just now ready to eat. We also have had butter beans, radishes, English peas, tomatoes and lettuce in season. With plenty of the latter for green feed for chickens.

Sold several dozen early cucumbers at 20 cents and put up seven quarts of pickle, in addition to having plenty for table and to divide with neighbors. This place will be planted to rye later for chickens.

Besides the garden we have two 10x30-foot chicken runs. Keep fifty red hens, which cleared us \$50 the first seven months in the year. In addition, have raised over a hundred young chicks for table and to take the place of hens sold off.

When eggs were cheap we hatched them and sold over 100 dozen red chicks at 10 cents each (day old).

We grow mammoth Russian sunflowers all around the garden. This furnishes shade for the chickens, and the heads excellent feed. Also feed all surplus vegetables for their green food.

MRS. LORAIN KING BELL.

Heavener, Okla.

Town and County Developments

Mansfield, Aug. 9.—The enormous gas field which has recently been developed around Mansfield practically insures for it a growth unparalleled by any place of its size in Louisiana. Mansfield, at present, a town of about thirty-five hundred to four thousand inhabitants, is the parish seat of De Soto Parish and is a place of fine residences, good schools and good churches. It has been building up rapidly since the finding of gas, and a large percentage of the building operations being carried on by local men who have great faith in its growth.

There is no question but that the greatest gas field in the State has been opened east of the town. The pressure is so great at a depth of about 900 feet that the drillers of every well drilling for the deeper oil sand, when passing through this 900-foot strata, has been unable to hold it in, even though strong high pressure pumps have been used with the heaviest of mud. The gas has blown out and continued to blow until the strata was entirely passed through and cased off.

Space along the railroads is being eagerly sought after by those putting in stocks of goods and needing switching facilities. E. L. Snell has commenced his large brick, hay and grain warehouse, on Jefferson street. The new Jenkins building will soon be ready for occupancy. The two upper stories of this building will be rented as offices, there being a great demand for suitable office rooms. Among those reaping great harvests at present are the restaurant and hotel keepers. It is not an uncommon thing for a person wanting a meal to have to wait for the second or third table before being served. This must be endured, however, and it is generally understood that these conditions usually exist in every place having great prosperity suddenly thrust upon it.

These men who are now waiting for their meals will bring their families here and own or rent their homes. While a great many houses are now building, the demand exceeds the supply and more must be built. There is not a vacant house in Mansfield, and the writer hears it on all sides that over a hundred houses could be rented at once were they available. There is strong talk

of a large refinery being erected here by one of the large companies. A large amount of fuel is used in refining oil and it is said that here at Mansfield both the oil for refining and practically free fuel for the stills can be obtained, as we have both the oil and gas fields at our door. If this is done, it will give us another boost.

FORT SMITH, ARKANSAS.

A Manufacturing and Jobbing Center.

The trade territory supplied by Fort Smith needs more products of the manufacturer and these are opportunities for the establishment and profitable operation of the following mills or factories:

Paper, cotton and rolling mills, shoe, hosiery, wire, fence, metallic bed, sash and door, finished handles, fruit crates and boxes, buggy and agricultural implement factories, building and paving brick, sewer tile, roof tile, wheelbarrows, heavy truck wagons, nail, screw and glass plants; also match plant, paper box plant, structural iron, shovel, furniture specialties and furniture veneer plants; a horseshoe plant, picture frame and molding plant, an oval wooden dish plant and lime kilns. Automobile and auto truck factory.

The territory west, and with trade reaching in other directions, contains 15,000,000 or more people. Fort Smith's geographical location is ideal to supply these people with their needs. It has the raw material and cheap fuel. It will welcome new factories and will meet them a little better than half way.

BENSON, LA.

Our little town is located forty-six miles south of Shreveport on the K. C. S. Ry. It is situated in a splendid farming country which needs more people than are here now. We shipped 1,400 bales of cotton last fall and in all probability will reach 2,000 bales this year, which at \$60 per bale will bring in a revenue of \$120,000. We have here a new sawmill, two nice mercantile establishments, two churches, a good school, Masonic lodge, etc. We need one or two more stores and have room for a good many farmers. The winter pasturage is excellent

here and the climate pleasant and healthful. We have no physician here at present. Since construction of the sawmill and general living up of the community a good opening for a practicing physician has developed here.

G. B. HEARD.

EXPORTS AND IMPORTS THROUGH PORT ARTHUR AND SABINE.

EXPORTS SABINE DISTRICT FISCAL YEAR 1912-1913.

Port Arthur.	Short tons.
Lumber and timber.....	270,421
Logs.....	2,665
Staves.....	4,023
Oil and products.....	409,618
Asphalt.....	4,772
Cotton.....	34,660
Cotton seed products.....	79,737
Rice.....	10,493
Rice products.....	1,572
Grain.....	33,318
Miscellaneous.....	59
	<hr/> 851,338

Sabine.	Short tons.
Lumber and timber.....	47,824
Oil and products.....	56,504
Sulphur.....	66,120
Miscellaneous.....	3
	<hr/> 170,451

IMPORTS SABINE DISTRICT FISCAL YEAR 1912-1913.

Port Arthur.	Short tons.
Crude oil.....	185,062
Miscellaneous.....	101
	<hr/> 185,163

Sabine.	Short tons.
Crude oil.....	316,620
Miscellaneous.....	1
	<hr/> 316,621

Total exports.....	1,021,789
Total imports.....	501,784

District total.....	1,521,573
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Coastwise.	Short tons.
Port Arthur.....	1,263,235
Sabine.....	95,342
	<hr/> 1,358,577

Total.....1,358,577
Comparative statement of water tonnage
hailed through the district of Sabine for the
fiscal year ending June 30, 1912 and 1913:
IN TONS OF 2,000 POUNDS.

1913.	
Port Arthur exports, imports and coastwise.....	2,114,573
Sabine exports, imports and coast- wise.....	582,414
	<hr/> 2,696,987

1912.	
Port Arthur exports, imports and coastwise.....	1,697,886
Sabine exports, imports and coast- wise.....	376,360
	<hr/> 2,074,246

District total.....	2,074,246
Increase.....	612,741

DOING A HEN'S WORK.

There may have been a shortage during the past few days of editorial notes in the Daily Kansan, explains Gomer Davies. It's this way—the old man has taken the job as stationary engineer of a chicken brooder, and it is taking considerable of his time to “throttle her down” just right. Of course, he's got no business sense—no newspaper editor ever did have any—or he'd have bought a broody hen for half a dollar that would do the work better and much cheaper. But there he sits—or sets—out in the chicken park on the back end of his lot, with his eye on a thermometer and his hand on the throttle of a kerosene lamp, doing the work of a clucking hen.

WHAT IS THE MOST PROFITABLE CROP?

C. C. Bowsfield in “Making the Farm Pay,” published by Forbes & Co.

The American farmer, as a rule, does not count his own time, the value of the land or the cost of his horses and machinery in estimating his profits on grain.

If he has a crop of 100 acres of wheat that will clear \$500 for him after reckoning the value of seed, the cost of help and the expense of threshing, he puts it down at \$500 profit, though he has put most of his year's time into it, besides maintaining the land and equipment of horses and machinery worth several hundred dollars.

The following table showing the relative value of crops is based on my own experience:

	Gross	Net
Wheat per acre.....	\$ 15.00	\$ 8.00
Field corn.....	30.00	20.00
Sweet potatoes.....	150.00	110.00
Potatoes.....	125.00	75.00
Onions.....	250.00	150.00
Cucumbers.....	200.00	150.00
Strawberries.....	300.00	200.00
Cherries.....	200.00	150.00
Apples.....	250.00	200.00
Clover.....	25.00	20.00
Alfalfa.....	45.00	30.00
Timothy.....	20.00	15.00
Millet.....	25.00	20.00

The United States Engineers have completed a drainage survey of Jefferson County, Texas, and have prepared a map showing where drainage in the county would be advantageous. The total number of acres that could be benefited is 250,260 and the total cost would be \$1,065,239, or \$7.45 per acre.

Railway Economics

KANSAS CITY SOUTHERN BULLETIN.

The Kansas City Southern has issued, over the signature of Vice-President Holden, Publicity Bulletin No. 11, Results of Operating United States Railroads, 1902 vs. 1912. The bulletin reads as follows:

In the issue of August 1st of The Railway Age Gazette, statistics of railways for the year ending June 30, 1912, from com-

pilations made by the Interstate Commerce Commission in advance of the completion of the twenty-fifth annual statistical report of the commission, are given, and the information contained therein is compared below, in certain items, with annual report of the commission for the fiscal year ending June 30, 1902:

Total trackage, in miles.....	Increase	86,519 or 31%
Number of locomotives.....	Increase	20,025 or 48%
Number of freight cars.....	Increase	657,027 or 42%
Number of passenger cars.....	Increase	13,619 or 37%
Number of employes.....	Increase	509,903 or 43%
Wages paid to employes.....	Increase	\$567,085,580 or 87%
Passengers carried one mile.....	Increase	13,345,058,186 or 68%
Freight tons carried one mile.....	Increase	105,666,235,070 or 68%
Total revenue.....	Increase	\$1,100,537,700 or 63%
Total operating expenses.....	Increase	\$842,714,684 or 76%
Net operating revenue, excluding taxes.....	Increase	\$257,823,016 or 42%
Taxes.....	Increase	\$58,657,072 or 107%
Net operating revenue, including taxes.....	Increase	\$199,165,944 or 35%
Dividends paid.....	Increase	\$60,950,772 or 33%
Operating ratio to revenue.....	1902	64.66%
Operating ratio to revenue.....	1912	69.30%
Par value of outstanding stock on which no dividends were paid in 1912.....		\$2,909,693,873 or 34% of total
Par value of outstanding bonds on which interest was not paid in 1912.....		\$808,464,701 or 7½% of total
Total.....		\$3,718,158,574
To have paid 5% on this amount, the railroads should have earned an additional net revenue of.....		\$185,907,928

Had the net revenue for the twelve months ending June 30, 1912, after deducting taxes, increased in the same proportion as the gross earnings, viz., 63 per cent instead of 35 per cent, there would have been added to the net earnings approximately \$155,000,000; but not sufficient by \$30,000,000 to pay 5 per cent on the stocks and bonds on which no interest or dividends were paid.

With this kind of showing, it is not surprising that the investing world has lost

confidence in railroad securities, and railroad managers are at their wits end to know how to secure additional revenue to meet the needs of increasing transportation demands.

It is not to be supposed that the commerce of the country will stand at its present proportions; in fact, there is no reason why it should not increase in the next ten years the same as in the past ten years, but it will be seriously handicapped if the railroads cannot secure the needed money to take care of the increasing growth.

INADEQUATE PAYMENTS FOR CARRYING THE PEOPLE'S MAIL.

"The railroads maintain that at present they are underpaid by at least \$15,000,000 per year. Their complaint is not against the standard of measuring such mail service as is paid for, but that a very large amount of service is demanded for which the nation makes no payment whatever."

Such is the purport of a statement today by the Railway Mail Pay committee of the 264 principal American railroads with over 218,000 miles of line. This committee was appointed by the railways to present their plea for increased compensation to the Congressional Committee of Inquiry, of which former Senator Jonathan E. Bourne of Oregon is chairman.

Several hearings have been held by the committee. The Postoffice department was represented by Second Assistant Postmaster General Stewart, and the Interstate Commerce Commission by Professor Max O. Lorenz, associate statistician. The railroads have now planned to place their case before the public, and it is in accordance with that plan that the statement is issued by their committee. The statement follows:

"To carry the people's mail quickly, safely and frequently is a social obligation which the railroads freely concede. It is a service voluntarily performed, for no law compels a railroad company to carry mails unless it contracts to do so. The courts hold, however, that if the railroads so contract, they must do so on terms named by the government.

"Though surrounded by these anomalous conditions, the railroads have without stint placed their resources at the disposal of the nation to develop the transportation of mails to the highest possible state of efficiency. This service has been paid for at a price fixed by the government, a price from which the carriers have had no appeal.

"The United States government, in 1912, paid the railways \$51,697,374.49 for carrying mail. This was about 20.95 per cent of all postal revenues. In 1901 the railways had received 34 per cent of the postal revenues. In the same year, 1901, the 'Joint Committee to Investigate the Postal Service,' of which Senator Wolcott was chairman, reported to congress its opinion that 'the prices now paid to the railroads for the transportation of the mails are not excessive.' Yet in 1907 the postmaster general, by administrative order, reduced rail-

way mail pay by nearly \$5,000,000—about 10 per cent—and congress cut off about 5 per cent more by reductions in rates of pay for carrying the mails and for the use of postal cars.

"The railroads maintain that at present they are underpaid by at least \$15,000,000 per year. It is their belief that a fair adjustment would require that the government should pay the railroads for all services which they render."

UNDOING THE MISCHIEF.

The business men of Oklahoma are vigorously supporting the movement for a special election to vote upon the repeal of the constitutional provision which prohibits the construction of connecting lines of railroad unless the company has taken out a state charter. This prohibition was voted into the constitution to be held as a club over the heads of the railroads and was in line with the restrictive and oppressive legislation that was in fashion at that time, and which continues in vogue to a greater or less extent all over the country. Anything that "hits" a railroad or other corporation meets with the enthusiastic approbation of a large proportion of the very people who are most benefited by these wage-paying enterprises.

This policy is particularly unfavorable to the development of a new state like Oklahoma, especially in the matter of railway construction. The great trunk roads have been built and are serving the purpose for which they were constructed. But the state is rapidly growing, and connecting lines are badly needed to "connect up" isolated sections which are now deprived of transportation facilities. But this vital assistance has been prevented by the iniquitous features of the Oklahoma constitution and a special election is to be called, if the business men are able to bring it about, to remove this serious impediment to the state's progress. The business men see clearly the manifold value of the railroads as the agents of prosperity, but it is not certain that the sovereign voters will take the business men's view of the matter. An earnest effort is to be made, however, to convince the people that they are standing in their own light in putting up bars against the coming of capital, which is so urgently needed in developing the resources of a new state. Capital has long since ceased to look for hospitable welcome in Oklahoma and asks only a reasonably fair opportunity to make investments that will prove remunerative.

WHAT THE RAILROADS RECEIVE.

Under the caption of "Some Thoughts for the Passenger," the official publication of the Soo Lines has the following to say:

"Ten pounds of coffee are carried to Chicago for less than three cents. The average price of this coffee is 30 cents per pound. The railroad gets one cent on the dollar for this thousand mile haul.

"When you spend one dollar in the city for eggs, butter, fruit, potatoes or poultry, the farmer gets 53 cents of it, the railroad's share is 7 cents, and somebody else gets the 40 cents that is left. Nearly all advances in prices are attributed to the railroads' freight rates, which sounds nice, but freight rates 'cut no ice.'

"Talking about ice, the highest rate a railroad gets for hauling ice to a city, an average distance of 75 miles, is three cents for 100 pounds. When the iceman raises the price of ice and blames it on the railroads, tell him he is a member of the Ananias Club.

"A one-pound loaf of bread costs five cents in the city, where flour is milled as well as everywhere else in the country, which again shows that freight rates 'cut no ice.'

"Notwithstanding that freight rates remain low the railroads' cost of living has gone up just as yours has."

RAILROAD TAXES.

Unfair! If an individual had to pay one dollar in taxes for every six dollars earned it would be looked upon as a losing proposition. But this is just about the plight of the railroads of this country. During May last the railways of the United States received for their services an average of \$8,230,000 a day. For operating expenses they paid \$5,920,000 a day, and taxes were \$341,500 a day. This left an operating income of \$1,972,322 a day available for rentals, interest on bonds, appropriations for betterments, improvements, new construction and dividends. In other words, for every six dollars of operating income the railroads had to pay more than one dollar in taxes. The Bureau of Railway Economics, which compiled this summary from the monthly reports of the railways to the Interstate Commerce Commission, states that all these amounts are substantially greater than the similar returns for May, 1912. Would any business house be willing to be taxed in the same ratio, and then have its rates and wages dictated by the government?

"There are on the pay-rolls of the railroads of the United States more than a million and a half of employees. The purchasing power of each member of this vast army is dependent upon the maintenance of the wage-paying power of the railways."

Industrial Notes

Amoret, Mo.—New brick building and two other business buildings built; new concrete plant organized.

Amsterdam, Mo.—Nine hundred and thirty-six feet new sidewalk built, cost \$3,335.

Anderson, Mo.—Geo. Tatum, mining zinc on his farm near town. Chas. Chapman, two-story brick business building.

Ashdown, Ark.—United Oil Mills Co. has installed an eight-stand 80-saw cotton gin, capacity 125 bales per day. New Methodist church, \$1,500. Organized: Germania Oil and Gas Co., \$100,000. Incorporated: Little River Oil Co. S. W. Telephone Co. will install new telephone plant, \$25,000. Construction of Ashdown-Texarkana Road begun, \$7,500. Concrete bridge across Hurricane Creek to be built. Little River County

Bank building, recently destroyed by fire, to be rebuilt.

Beaumont, Texas.—Incorporated: Golden Flow Oil Co., \$7,600. Phoenix Oil Co., \$5,000. Beaumont Oil and Gas Co., \$20,000. Orleans Motor Co., \$7,500. July, 1913, building permits, \$40,250. Jefferson County, Texas, will construct 50 miles of oyster shell and asphalt roads, \$200,000. Incorporated: Beaumont Well Works, \$10,000. Buildings erected during year ending June 30, 1913, \$291,894. Beaumont Hardwood Mfg. Co. will place in operation column factory, closed last year. Under construction, addition to Jefferson County Court House, \$9,750. Casswell Estate store building, \$40,000; office at Abatoir, \$5,000. Dwellings: W. L. Blewett, \$5,000; W. A. Priddie, \$4,000; W. B. Sawyer, \$4,500; R. Chrisholm, \$2,400; Ben Herbert, \$4,500; W.

E. Orgain, \$1,500; J. P. Landry, \$1,600; W. T. Ryder, \$10,000; T. Talkey, \$2,000; A. C. Cameron, \$4,000; Mrs. Diffenbacher, \$3,200; A. M. Kaufman, store, \$3,000. Incorporated: Beaumont Lumber Co., \$27,500. According to recent count there are 586 farms in Jefferson County, Texas. J. C. Everett of Dallas, Texas, purchased the J. W. Jackson ranch of 36,000 acres in Chambers County, on the Gulf & Interstate Ry., for \$1,000,000. Imperial Theater has leased Ogden building and expended \$20,000 in remodeling it for a fire-proof theater. Organized: The Schwarz Clothing Co., which took over stock of Nathan Clothing Co. Forest Goodhue, moving picture theater, \$11,000. Incorporated: Tillery-Gilbert Farm Co., \$10,000. Orange County Commissioners have ordered election to vote on bond issue of \$30,000 for draining 23,000 acres. T. S. Read and Frank Alvey, trustees, have purchased the Beaumont Cotton Oil and Refining Co. for \$50,000 and will operate this season. Cost of city sewer extension, \$5,600. Incorporated: Progressive Oil Co., \$7,500. Incorporated: Park Farm Oil Co., \$10,000; East Beaumont Oil and Gas Co., \$20,000; Brown Fig Co., \$6,000. This firm preserved four tons of figs per day during August. Peoples Amusement Co., moving pictures. Beaumont Box Mfg. Co., \$25,000. Gates Handle Co. has installed additional machinery. Golden Flow Oil Co. struck flow of excellent artesian water at 2,240 feet. The Order of Odd Fellows will erect new lodge building, \$10,500. The property of the Beaumont Factory has been sold to L. Nowell, H. A. Perlstein and M. Guiterman for \$40,000. Josey-Miller Grain Mill burned. New mill elevator and warehouse to be built, \$50,000. Daily capacity, 2,500 bags corn chops, 500 bags meal, 200 bags grits, 100 bags hominy. Magnolia Oil Co. machine shops burned; loss, \$50,000. To be immediately rebuilt. Incorporated: A. F. Daunoy Brick Plant, capacity, 50,000; capital, \$30,000; Queen City Lumber Co., \$40,000; Beaumont Co-operative Oil Land Development Co., \$200,000; Beaumont Cotton Oil Co., \$80,000; Independent Oil and Gas Co., \$250,000; Beaumont Dry Goods and Notion Co., \$75,000. City Council considering propriety of calling an election to vote on bond issue of \$500,000 for water works plant. Jefferson County to vote on bond issue of \$500,000 for improvement of public roads. City election to be held to vote on \$135,000 bond issue for construction of a hospital. City Council has purchased 14.38 acres for addition to City Park; cost, \$10,787. County contract let to cover Mans-

field Ferry Road with shell, \$15,000. August, 1913, building permits, 142, \$64,550. Intercoastal Canal between Calcasieu and Sabine rivers under construction, 57 feet wide, 7½ feet deep. Magnolia Petroleum Co. will build wharves and docks, \$60,000; has purchased Smith's Island of 230 acres at Beaumont. Number of gas wells in Texas in 1912 was 87; output, 7,470,373,000 cubic feet; value, \$1,405,077. Jefferson County Traction Co. has purchased the Kidd-Dickerson property, to be used for depot and terminals, to cost \$80,000. E. P. Kelley, of Standard Warehouse Co., will erect additional warehouse to cost \$60,000. C. E. Slade of Orange, Texas, will erect saw-mill of 25,000 feet capacity.

Blanchard, La.—Standard Oil Co., boring well two miles west; down 2,000 feet. Gulf Refinery Co., boring well five miles southwest. Arkansas Natural Gas Co., boring well three miles northeast; down 2,010 feet. Large acreage of lands leased.

Bog Springs, Ark.—New Summer Resort Hotel completed and in operation.

Carl Junction, Mo.—New public school building, \$13,000.

De Queen, Ark.—Stock of De Queen Department Store sold to J. T. Archer of Texarkana, Texas, for \$13,000. Oil test borings being made on L. W. Osborn farm.

Decatur, Ark.—Incorporated: State National Bank, \$50,000. Subscription being raised to build a city hall.

De Queen, Ark.—The Masons of De Queen will build a new Temple. New cotton gin built, cost, \$8,000. De Queen Oil Company boring an oil well at Rolling Fork River. Tax valuation of Sevier County for 1913, \$1,217,230.

De Quincy, La.—Special election to vote on bond issue for \$16,000 for school building carried. Brown Brick Co. will locate a plant here.

De Ridder, La.—Incorporated: J. R. Hughes Lumber Co., \$20,000. The wool sales for June amounted to 60,000 pounds, for which an average price of 16½¢ was paid. R. H. Fullerton and others are organizing a new lumber company to purchase 15,000 acres of pine land in the east part of Beauregard Parish and in Allen Parish and to build a saw-mill of 100,000 feet daily capacity. Proposed capital, \$1,000,000. Incorporated: Brown Brick Co., \$25,000. Contract let for a two-story parish jail. Contract let for Beauregard Parish Court House, \$188,500. Incorporated: De Ridder Light and Power Co., \$50,000; Dr. Browne Medicine Co., \$20,000.

Fort Smith, Ark.—Incorporated: Mas-sard Coal Co., \$50,000. City paving during

April, 4,385 square yards of brick; 14,712 square yards of concrete, cost \$14,619; during May, 3,281 square yards of concrete; 2,521 square yards of brick and 17,000 feet of curbing. The School Board will reconstruct burned high school and erect additions to cost \$200,000. Mrs. J. O. Leary, two-story dwelling, \$5,000. E. J. Morgan, two-story brick dwelling, \$28,000. Potato shipments, June 30th, 40 carloads. Incorporated: Royal Coal Co., \$100,000. Southeastern Telegraph and Telephone Co., rebuilding lines between Russellville and Fort Smith, cost \$35,000. U. S. Postal business for the year ending June 30, 1913, \$988,738.66. Repairs ordered on County Court House and City Hall, \$35,000. Capt. F. Bourland, new building, \$5,200. Double track street car line on White Street. City Waterworks Board will build dam across Poteau River, \$17,000. City Council will pave North 6th street, \$28,000. St. L. & S. F. Ry. has begun construction of bridge across Arkansas River, same to cost \$600,000. City Waterworks, new pumping and filtration plant now in operation, \$150,000. Pouder & Pomeroy, representing oil companies in Oklahoma, have leased 2,000 acres of oil land near Greenwood, Arkansas.

Grand Chenier, La.—Contract let for drainage canal, \$25,000.

Gravette, Ark.—Municipal Water and Light Committee will construct electric light system. Erected 5 dwellings, \$5,000.

Hatton, Ark.—The Whiskey Peak Mining Co. has located an ore vein 40 feet wide, 1 mile long, near Hatton. Assays show gold, silver, copper and manganese to value of \$40.00 per ton.

Kansas City, Mo.—New directory shows population of Kansas City, Mo., to be 357,631, a gain of 19,563 over 1912. Population of Greater Kansas City, 512,741.

Lake Charles, La.—Incorporated: Vinton Development Co., \$10,000; Woodland Co., \$25,000; Farmers Oil Co., \$10,000; Bankers Realty Co., \$100,000; S. T. Woodring Lbr. Co., \$30,000; The Calcasieu Parish & Saving Bank increases its capital stock from \$150,000 to \$250,000. Reported that the G. C. & S. F. Ry. will extend its railway to Vinton oil field. The Buckley Lumber Co. has located a mill at Mab, La., capacity, 100,000 feet. The Gish Saw Mfg. Co. will establish a plant to manufacture patented logging saws. The Lake Charles Carriage and Implement Co. has built two-story brick warehouse. City Delivery Co. has built a barn costing \$7,000. J. L. White, new boarding house, \$7,000. Building permits for March, 27, all dwellings, cost \$22,386; January, 27, \$23,175; Febru-

ary, 28, \$31,275. Gulf Refining Co. has purchased holdings of the Bright Oil Co. for \$50,000 cash and 20 per cent royalties. Bright Oil Co. brought in a 1,000-barrel well at Ederly at a depth of 1,800 feet. The Louisiana Land & Mining Co. and the Cameron Parish Land & Development Co. have purchased 106,000 acres of marsh land south of White Lake, \$265,000. Mrs. J. Marx has erected a three-story brick business building. Incorporated: The Brooks Co., furniture, \$3,500; Fairchild Lumber Co. of Vinton, \$150,000; Kelley-Weber & Co., capital stock increase, \$100,000, to build cold storage and warehouse, \$30,000; Vinton Townsite Co., \$12,000; Raymond Oil & Pipe Line Co., \$100,000. Sisters of Holy Cross will build academy, \$40,000. Victor Oil Co. secured a 4,000-barrel oil well at Vinton, La. Funk Bros. of Bloomington, Ill., have purchased a large acreage of wet lands which are to be made tillable, \$1,000,000. Standard Oil Co. of New Orleans, building brick warehouse and wharves, \$15,000. Perry Ulrich and others of Chicago and New York have purchased 106,000 acres of marsh land in Cameron and Vermilion parishes for \$265,000. Cameron Drainage District No. 1 has let contract for 5½ miles drainage canal, 30 feet wide, 5 feet deep. U. S. contract let for dredging Calcasieu. Sabine Section of Inter-Coastal Canal, \$99,000. New buildings constructed: Muller Company building, \$45,000; Campbell Furniture Co. remodeled, \$12,000; L. C. Hardware Co., enlargement, \$15,000; three bank buildings remodeled, \$25,000; Loree Grocery Co., \$12,000; Josey-Miller Grain Co., elevator, dwellings, \$6,275; Viterbo building remodeled, \$2,500. Building permits: June, \$27,000. Incorporated: Inter-state Mfg. Co., \$8,300; Murray-Brooks Co., new warehouse, \$15,000; Pentecostal Church, new building, \$5,000. Building permits, 1911, \$366,562; 1912, \$488,769. The Texas Company (oil) has purchased property of Louisiana Company, including 185 miles of pipe lines, 67 steel tanks of 1,982,000 gallons capacity, 12 earth tanks, capacity 2,191,000 gallons, etc. and will operate in Caddo and Jennings oil fields. More than 100 new houses built since January, 1913. Convent building in course of construction, \$40,000. De Latte and La Grange Brick Plant increased capacity from 25,000 to 60,000 bricks per day; expended \$7,000 in new kilms and other improvements. Heisig-Nowell Grocery Co., new brick building, 100 feet square, \$8,240. Rimaur store remodeled, \$3,000. Organized: Planters Warehouse Co.; Odd Fellows Hall Association, \$25,000; Leon Locke, new dwelling, \$5,000.

K. C. S. RAILWAY Employee's Supplement

F. E. ROESLER, Editor

THE DIVISION TERMINUS IN THE GOOD OLD SUMMER TIME.

A division terminus is a town on the railway where the train crews are changed, a new engine is coupled on to the train and the old engine is, for a day or a few hours, retired to the round house to be thoroughly and minutely examined and to be cleaned up for the next run. A gentleman in greasy overalls makes a search for sore spots, using a wrench here and there, wipes off the dust and dirt, fills the oil cups and does such other things as are necessary to make ready for the return trip. The old train crew has bolted a meal at the lunch counter and has gone home and the new crew is fifty miles down the line with another engine.

The population of a division terminus consists of the shopmen, trainmen, engineers, division superintendent, staff, office men, who are fixtures, and the boomers, railroaders with a migratory disposition; half the school boys in town, who hope some day to sit in the engineer's cab, or twist the brake off of a coal car, or boss a section gang, and the ordinary good citizens who run the stores, banks, boarding houses, hotels, factories, etc., and don't count for much in the estimation of the student brakeman and the youngsters above alluded to.

The average railroader about a division terminus is not clannish, but owing to the nature of his work his more intimate associations and friendships naturally lean toward those engaged with him in similar occupations. The ordinary private citizen from the nature of his occupation, usually competitive, if in mercantile or industrial lines, is compelled to look out for No. One, first, last and all the time. He is an independent unit in the population and his friendships are often formed with a view to the ultimate promotion of his interests. The railroader's job is rarely competitive. All work in their different capacities to the same end and in time an "esprit du corps" is created which in many ways resembles that which grows up in a carefully disciplined army.

Among the several thousand shopmen,

enginemen, trainmen, and others in the service of the Kansas City Southern Railway, at Pittsburg, Kans., Watts, Okla., Heavener, Okla., DeQueen, Ark., Shreveport and Leesville, La., are numerous organizations perfected for amusement, recreation, cultivation of music, study of problems incident to railroad work and the promotion of general knowledge. The organizations or clubs include not only the men, but are maintained, in a large degree, by the women also. Musical clubs are numerous and range from the shop band to splendid vocal organizations. The women folks need no instructions when it comes to games of "Five Hundred," "Bridge," or "Whist" and "Kaffee-Klatsches" or "Hen Conventions" for the discussion of affairs of state are not unknown. The annual balls of the different branches of shop workers are usually rather exclusive affairs and during the winter months there is usually plenty of indoor entertainment.

Both the Pittsburg, Kans., and Shreveport, La., shops have crack baseball teams, representing the shops in general which, on holidays and other occasions, visit the other division points for the purpose of winning or losing a hard contested game. Of course, as neither of these teams can play solitaire, there are at Pittsburg and probably also at other division points, the Store Keepers' team, Machinist Helpers' team, Round House team, Blacksmiths' team, Car Department team and Firemen's team, playing against each other and some times giving the crack shop team a whirl. Visits to the neighboring towns to play a game are frequently made.

Hunting and fishing clubs are numerous and during the summer months hundreds of employees visit the Ozark streams, particularly Elk River, Sallisaw Creek, White River, where fishing is usually good. Later in the fall hunting parties go to the wilds of McCurtain County, Okla., to hunt, and come back with tales of wonderful successes achieved. As the game laws prohibit the transportation of game, no verification of the tales can reasonably be required. Summer vacations are indulged in by many hun-

dreds of employes. Most of the elderly married folks visit relatives, and the young married people naturally visit the wife's folks—sometimes living nearby and sometimes far off. Camping out along the numerous Ozark streams is a favorite diversion with many, but when hubby gets back to the shops, after loafing a week or two, and feels tired and stiff-limbed for the first two or three days, he may have some doubt as to whether a vacation is really what it is cracked up to be.

On the whole, the railroad folks at a division terminus are altogether too busy to feel lonesome, but for fear such a thing might happen, they usually provide ample ways and means to overcome such a difficulty.

THEY WENT TO SEE THE SHOW.

It was stated that the Pittsburg blacksmith shop was run short of a full force because of the men laying off to go to the show. The principal topic of conversation was on the circus. Several stories are being told by the boys one upon the other and are meant to be humorous. Otto Adney used to travel with some one of the big shows of the country and he was wise to everything. While explaining to some people standing near him about elephants being such pickpockets and that they had to be watched, one of the animals reached its trunk into his side coat pocket and took an orange out of a sack he had in his side coat pocket, which was not missed until after the elephant had it in his mouth. George Gorbett, it is told, was caught in the swirl when the grand entree was parading around the ring and unable to get away until assisted by one of the band men, who steered him outside the "main traveled road" of the march. Otto Tessmer refused to recognize his best friends while he stood in the animal tent and watched the zebras and camels, although several of them spoke to him. Shorty Rogers spent most of his time watching the giraffes eat and did not see much of the circus, it is said. Frank Rosenberg watched the "striped mules" most of the time.—Pittsburg Headlight.

HAD PICNIC AT NOEL, MO.

The store department clerks, their wives and some friends spent a very pleasant day picnicking near Noel. There were 24 in the party and they took with them their dinners and an evening meal and the day was spent in climbing bluffs, boating, bathing and "kodaking" scenes along the Elk River. These were the feature amusements and they all say they enjoyed it very much.

The party was composed of G. W. Bichelmier and wife, O. W. Free and wife, R. R. Underwood and wife, Tom Selby and wife, A. E. Williams and wife, Frank Downing and wife, and Misses Hutchinson, Howe, Skourup, Bourge, Fleener and Messrs. J. R. Tucker, Earl Henney, E. H. Hughes, Hugh White, J. W. VanHall, Ray White and A. D. Foster. J. R. Tucker was awarded the prize as being champion chicken eater of the party. On account of the top of his head being undressed Earl Henney has ever since been suffering from an overheated brain, commonly called sunburn.—Pittsburg Headlight.

A SHOPMEN'S BASEBALL GAME.

The Shreveport Journal of July 29th contains the following report on the game of the year:

The K. C. S. shop baseball team which journeyed to Pittsburg Saturday evening, accompanied by about forty-five rooters and genuine Louisiana goats, returned home on K. C. S. train No. 1 this morning with the bacon. The fans at Pittsburg had just witnessed a game between the Pittsburg and Joplin league team (the railroad game not being called until 4 o'clock), and claim that the playing of these teams was nothing to compare with that of our own. One of the fans made the remark that with the Shreveport bunch it was a game of "hit the ball and hit the dust." The Pittsburg team was not composed entirely of K. C. S. employees, but was strengthened by the use of three players of the Missouri Trolley League, they being the pitcher, catcher and second basemen. Lee, the pitcher of the shop team, was in his regular form, allowing but six hits, and striking out ten men.

Prudhomme, the shortstop, accepted six chances without a bobble, while Valley pegged out six men who attempted to steal. Abe Martin Grant, the lanky first baseman, was there with the stick, getting five clean hits out of six times at the bat; Creegan performed well at the bat, getting a single, double and triple out of six trips to the plate. His triple came at the time the bases were full.

Manager Sweeney, as well as the players and their numerous supporters in the West End, are elated over the showing made by the team and in view of the fact that they have now bested the best teams in the city and are in position to claim the amateur championship of the K. C. S. railway, challenges any team in the northern part of the state for games.

The boys claim to have had an excellent trip. It is the intention to bring the Pitts-

burg boys to Shreveport for a game within the next thirty days, at which time the Pittsburg boys can be assured that they will be treated in a courteous manner and that the score will be similar to that of last Sunday.

Mr. Sweeney, manager of the local team, wired information Sunday night to the effect that the local team won the game by a score of 16 to 7, which was pleasing news to the many friends of the team in Shreveport, especially in West Shreveport, where most of the members of the team live.

The Pittsburg K. C. S. team played several games in Southwest Missouri and played the last game of the season at Shreveport, La., September 21st. Editor did not receive score.

A hunting party is being made up in the blacksmith shop to go to the wilds of Oklahoma for a two-weeks stay when the season opens next fall. So far as the party is made up it will consist of J. W. Dixon, Frank Rosenberg, Otto Tessmer, Otto Adney and Bert Allen, all of Pittsburg, Kan.

THAT HORRIBLE MOMENT.

"That 'horrible moment' comes to every man if he waits long enough," said a railroad superintendent over the coffee cups at the Transportation Club recently. And he went on to tell about his "horrible moment."

It was after a big tunnel accident, in which many lives were lost. To the railroad officials—of whom he was one—it was simply a case of an engineer disregarding signals. To the horrified public it was another case of irresponsible directors, and a coroner began the investigation with blood in his eye.

All the signals were set, swore the superintendent. There was no excuse for the engineer to run by them. In addition to the signal lights and semaphores there was a torpedo as further warning. Yet the engineer had run by even the torpedo, the explosion of which in the confines of a narrow tunnel is fairly deafening.

A torpedo never misses fire. The rim of the locomotive wheel, with forty tons weight behind it, touches it off. To give the coroner and his jury an object lesson in the art of railroading, the superintendent called out his pony engine, fitted with an observation cab, and invited them to see for themselves. They all climbed into the cab—coroner, jury, reporters, assistant district attorney.

As the engine swept along, the superintendent pointed out the signals, which he

had ordered set as they had been at the time of the accident.

"Even if we run by all of these," he said, "we can't miss the torpedo. There it is, just beyond that green light."

The company held its breath and waited as the engine rolled forward. It rolled on to the torpedo, rolled over it. Not a sound! The torpedo might have been sawdust, for all the evidence it gave.

"That was my horrible moment," said the superintendent. "It ought to have gone off; but it didn't that was all there was to it. The coroner looked at me, the jury looked at me, the reporters ditto, also the assistant district attorney. The flesh on the back of my neck crawled.

"It was my engineer who came to my rescue. That pony engine was the trouble. It was a toy engine. The flanges on the drive wheels weren't so long by half as the flanges on a regulation driver. It cleared the fulminating cap by a full quarter of an inch. The joke was on me.

"I did the best thing I could to straighten affairs out. I sent a hurry order to the yards for a regulation locomotive. The bunch was frosty when I explained the matter to them, and they climbed aboard somewhat skeptical. They didn't want explanations; they wanted results. I gave them results with the regulation locomotive. I banded a dozen torpedoes for them, just to clean up my record; but to this day the public is sure that that engineer was a scapegoat."—Associated Sunday Magazine.

SCREENS FOR PASSENGER COACHES.

Why railway men take to rest cures or go into other businesses is illustrated by the experience of roads traversing the states of Arkansas and Oklahoma with the vital question of regulation of screens for passenger coaches. The Arkansas legislature at its last session passed a law requiring the railways to equip their passenger cars from May to November with wire screens at each window, and to keep the same in good repair. A fine of \$10 to \$25 per car per day was provided for failure to comply with the law. The act "being," as it set forth, "necessary for immediate preservation of the public peace, health and safety, and an emergency being deemed to exist," went into effect on May 1st. There are a good many flies and mosquitoes in Arkansas; but the Solon who drew up the bill apparently forgot that the same emergency applied in the case of those that might fly in the doors and ventilators, which the law does not require to be screened. Perhaps he was more concerned with regulating

the railways than with regulating the flies and mosquitoes. One railway, whose main lines cross the state in such a way that it had to equip practically all of its coaches, complied with the law in good faith at an expense of some \$6,000. After having been in service only about two months, nearly a third of the screens have been destroyed by passengers. The passengers object to them because they think they interfere with ventilation; and they prefer ventilation to the "public peace, health and safety." And the Corporation commission of the adjacent state of Oklahoma is apparently of the same mind. For it has issued a proposed order prohibiting the railways from operating cars in that sovereign state that have screens on their windows. Under the recent Supreme Court decisions it would probably not be construed as an undue interference with interstate commerce if the flies and mosquitoes that entered the cars through the doors and ventilators in Arkansas were liberated through the windows in Oklahoma. What the railways that run interstate trains between Oklahoma and Arkansas would like to know, however, is what they are going to do if the Oklahoma commission finally prohibits the use of screens. Must they stop all trains at the border and take off the screens when they are going into Oklahoma, and put them on again when they are going into Arkansas? And if so, if a train is longer than the width of the state line, how are they going to keep from violating the law in both states? Under the Arkansas law the screens must be kept on until after a train has crossed the state line from Arkansas into Oklahoma; but if they are kept on until after the train crosses the line that will be a violation of the law in Oklahoma. A situation will thus be created similar to that proposed by the Kansas legislator who recently introduced a bill requiring that when two trains met on different tracks at crossings, each should stop until the other had passed. If this sort of thing keeps on until railways are required to make complete changes of equipment as well as rates at state lines, one of the problems encountered in physical valuation will be solved. The state of South Dakota, for instance, would then find it much easier to ascertain its proportion of the value of equipment used in transcontinental trains, as well as to prove that it is discriminated against in the assignment of parlor cars.—*Railway Age Gazette*.

SENT OLD BO BACK HOME.

The Shreveport 3-Legged Switch Dog In Need Found a Friend.

Old Bo is the name of a 3-legged switch dog located at Shreveport and he has been for several years a favorite among the switch shanty frequenters. Ever since he appeared in the service seven years ago, with four legs, from no one knows where, he has been well cared for by the boys. Three years ago he met with an accident one day. One of his legs was amputated by a moving car and since then he has been called the switch dog. The history of Old Bo is known over the entire system and the other day when he was found in a box car, loaded with freight in the Southern yards in Kansas City, he would have been thrown out on the cold world, crippled and left to make his own way, if it had not been for the interference of a switchman who came up as a clerk from the freight house was preparing to kick the switch dog out of the car.

"Here you," exclaimed the switchman to the clerk as the foot was raised. "Kick that dog, and there will be a vacancy in your office to be filled."

The clerk halted on one leg and looked at the switchman.

"If he is your dog take him out of here," the clerk talked back.

"He's not mine, but I know where he belongs," said the switchman, and turning to the dog, he said: "Bo, come here." Old Bo did not hesitate to hurry over to the switchman, who carefully lifted him down to the ground, with the remark:

"That is Old Bo, the switch dog of Shreveport, and if I did not take care of him I would be cussed forever by the fellows down there."

The next train south found Old Bo in the baggage car checked through to Shreveport and attached to his tag collar was a card with the words: "I found Bo in a car load of freight, and if you fellows do not want him, send him back to us. Joe Riley, switchman, Kansas City."

Here is what Riley got back in the first mail from Shreveport: "Here is \$5 for you. We lost him and did not know what had become of him and are now looking for the fellow who locked him up in that loaded freight car. P. E. Welch, chairman Switchmen's Union."

SPEED OF RAILWAY TRAINS.

Speed intoxicates. This fact has been demonstrated conclusively and scientists claim to know its physiological cause. It

tempts youth more than age, but all are subject to its strange influence and become potentially dangerous to themselves and others when they have the chance to drive anything from a bob-sled to an aeroplane. Given the same fare, and ninety-nine people out of a hundred will take the fastest train or steamer even when accidents due to excessive speed are still fresh in their minds.

George Westinghouse, inventor of the air brake that bears his name, is one of the most competent authorities on the relation between speed and safety in railroad service, and his testimony at the inquest on the Stamford wreck on the New Haven railroad goes to prove that it is exceedingly dangerous to drive a railroad train faster than sixty miles an hour, and that even that rate is dangerous under ordinary conditions. With brakes in perfect order, he says a passenger train running at sixty miles an hour can be stopped in 1,100 feet on a level track, but that the same train running at eighty miles an hour cannot be brought to a standstill in less than twice that distance.

It is interesting to note the correctness of the opinions on this subject of George Stephenson, the inventor of the railroad locomotive. At the very beginning of his work he predicted that railroad trains would safely attain a speed exceeding twelve miles an hour, and that the limit of their speed safety would be sixty miles an hour. He did not have to wait long for confirmation of the first prophecy and he lived long enough to see lives lost because the correctness of his second prophecy was scouted. He died sixty-five years ago and his second prophecy still holds goods in ordinary service. * * *—New York Commercial.

HISTORY OF THE BELLCORD.

The way the bellcord came into use is about as interesting a railroad tradition as there is. Nearly everyone of the older lines in the country claims to have originated it. One of the likeliest claimants is the Baltimore & Ohio. In those early days most of the conductors' takings were cash fares, and tickets were a rarity. Disputes with people who either couldn't or wouldn't pay were therefore of frequent occurrence. To put these off, stopping the train between stations, the conductor had to send a brakeman ahead over the freight cars and make a polite request of the engineer.

A bright young B. & O. conductor one day devised a plan to signal the engineer without sending the brakeman forward. He hung a stick on the engine cab and hitched

to one end of it a clothesline which he ran back over the tops of the cars so that the stick would wriggle when the rope was pulled. He carefully explained his scheme to the engineer. The latter looked at it scornfully and made no answer. Three-quarters of a century ago the man in the cab was a high and mighty person to whom no mere conductor could give orders.

This run started, and it was not long before the engineer saw the stick signaling him to stop. Instead of even slowing up, he let out the throttle a few notches and grinned at his fireman. At the next station they had to lie out for another train, and the young conductor came ahead with fire in his eye. The engineer finally climbed down from his cab and showed fight. Fortunately for railroad history the conductor was the stronger man. Stick signals were thereafter obeyed on that train.

Almost immediately the story reached the ears of the superintendent. He at once saw the conductor's idea was a capital one, and set about installing the bellcord signal system, practically the same as it exists today.—Associated Sunday Magazines.

The general manager came up to the flagman who was protecting a badly damaged lot of cars, caused by a rear-end collision on the I. C.

"Has Superintendent Morris made an investigation yet?" he asked. "Yes, sir," was the reply. "Rather a cursory examination, I imagine, wasn't it?"

"Well, no, not exactly. Say, honest, the line of talk he handed out had curses beat a mile."

The youth of our land is slipping fast, the Miller Herald believes. "Boys ain't what they used to be," it laments. "Three young hopefuls carrying a watermelon asked everybody in sight for a knife to carve the fruit. It is a safe bet that not one of them ever visited a melon patch unbeknownst to the owner, selected the largest and juiciest and then, retiring to a safe distance, cracked the melon open on a rock to dig out the heart and smear it east and west over his whole countenance."

Every railroad man in every state will tell you that his company's roadbed is so smooth that there is never a ripple on a glass of water in the dining car, no matter

what the speed. And yet comes this story from Senator Henry F. Lippitt of Rhode Island:

An acquaintance, he said, was a passenger on a certain line, and going into the dining car one morning, he ordered ham and fried eggs for breakfast.

Minutes passed adding much hunger to the passenger's appetite. Finally the waiter came back with a large bundle of apologies.

"I am very sorry," said he, "but I am very much afraid we can't give you fried eggs with ham this morning."

"Can't give me fried eggs!" exclaimed the surprised passenger. "Why not?"

"It's this way, sir," explained the waiter. "The cook says that this section of the road is so rough that every time he tries to fry the eggs they scramble."—Louisville Herald.

The annual colored people's excursion from Shreveport to Kansas City and return was made this year, as usual. This year the excursion required a train of fourteen cars and carried 900 persons. The train was in charge of Conductor Coppick and Engineer Reeves on the return trip.

The American Farm Land Co. has been running several special trains composed of a baggage car, smoker and three private sleepers from Kansas City to De Ridder, La. These special trains have been well filled with prospective settlers in Louisiana and will probably be operated all winter at intervals of two weeks.

The authority was received at the office of the general roadmaster yesterday to build two tracks for storage purposes at Mulberry, approximately 6,000 feet, to accommodate the increasing demand by the coal business at that place. Work will likely be commenced very soon, so as to be ready for the fall business.

The coal business along the Southern is reported to be increasing at a wonderful rate and it is expected by the transportation department that more coal will be hauled over the road this fall and winter than ever known in the history of the road. New mines have been opened up along the line and these will add considerable to the shipping in the coal business.

It is stated that a man in the engineering department of the Pere Marquette went to a dentist to have a bad tooth treated. The dentist told him that it would be nec-

essary to put in a gold bridge, which would cost \$25. The railroad man looked in the glass at the departing molar and then said: "Say, doctor, just put in a concrete culvert and let it go at that."—Pere Marquette Magazine.

Shop Notes

INSTALLED A CLEANING VAT

A cleaning vat has been installed in the machine shop to save time and labor. It is 6x10x4 feet and is used for the cleaning of driving boxes, collar boxes, eccentrics and eccentric straps, guides, brake shoes, wedges and in fact everything about an engine that accumulates grease gum while in use. The work can be done much cheaper and in less time, it is asserted, than when done by hand, from twelve to eighteen hours being the time generally consumed. The vat is filled with a solution of water, concentrated lye and potash and when in use is always kept at a boiling point by steam that passes around the vat in two sets of pipes. The castings are handled by a crane that places them in the vat and lifts them out when clean and then carries them and distributes them to the different departments in the shops where they belong.

The electric welder has been one of the most economical time savers of any of the machinery placed in the shops, because of the dispatch with which the work of welding that can be done by two men, where it formerly required four. Formerly it required from three to four days to weld engine frames and other heavy parts about an engine but now a half hour's work will do the work on the welder.

A new man, who has recently completed his term in the United States navy, now is employed in the boiler shop. He showed his navy training the first day when he asked the man he was working with, "Where do you want me to drive these rivets, on the starboard?"

Engine 710, one of the Mallets, which has been changed from oil to coal, started out on its second test this morning. L. D. Freeman, draughtsman of the mechanical engineer's office, and Bert Porter, also an employee of the office, will accompany the engine on the trip and take all records as

to speed, steam pressure, high or low, miles traveled, and airbrake pressure, throttle positions, as well as the position of the reverse lever. Traveling Engineer C. J. Burkholder will be in general charge of the test. The test is being made for the purpose of ascertaining the heat and steam distribution and the amount of coal used.

LIFE OF A RAIL.

The life of a rail varies, and depends on the amount of wear it gets, both by speed and weight; the composition of the steel, whether curved or straight, also its situation. There is also a greater amount of wear on a rail laid on a gradient than one laid on a level road. You can say the present main line rail lasts from five to twenty years. If you examine a rail you will find it is really a long, thin girder. The flanges not only strengthen the rail, but distribute the load, and consequently wear over a larger surface.

Personal

Due to an increase in business it has been found expedient to make some changes in the organization of the Auditing department.

Effective September 1, 1913. The office of Vice-President and Auditor has been abolished. Mr. R. J. McCarty has been appointed Vice-President, in charge of accounts, with such other duties as may be assigned to him.

Mr. L. J. Hensley has been appointed Auditor of this company, effective September 1, 1913.

Mr. P. E. Wooley, formerly freight and passenger accountant, has been appointed Assistant Auditor. Mr. G. H. Bacon succeeded to the position vacated by Mr. Wooley.

Mr. J. E. Murphy, trainmaster, headquarters Pittsburg, is an enthusiastic Boy Scout adherent since he witnessed the camp life and good order in the Kansas City Boy Scout camp near Elk Springs, Mo., during the past week.

Mr. W. F. C. Gibson, engineer from Shreveport, who pulls the "Mansfield Dodger," recently visited friends in Mansfield in company with his wife. The "Dodger" is a very popular local train running between Shreveport and Mansfield.

Mr. W. P. Wright, chief of the fire department of the K. C. S. Ry. shops, Pittsburg, Kans., says he has one of the best drilled companies of any in the country. "The boys have made some wonderful fast runs against time in the past month," he said, "and with every run they are showing an improvement over the one before. I have them divided into divisions, one for night duty and one for day duty and both divisions are up-to-date in every particular."

Mr. J. J. Boydston, of the boiler shop at Pittsburg, says that owing to the excessive high cost of living, he is defeating the beef trust by eating spring chicken, which he claims is cheaper than beef steak of the cheapest kind. He asserts that with the figures he can show the chickens are the cheapest by about 50 cents a week.

Mr. Pat Dolan, master mechanic for the M. & N. A. at Eureka Springs, was in the shops recently looking them over to get pointers that will be of assistance in the construction of new shops being built at Eureka Springs for his road. He stated that they would be completed the beginning of October and that they would be opened with a big banquet, to which he has invited all of the shop foremen, superintendents of machinery and other officials of the Southern and Frisco.

Mr. William Kirkwood, of the pipe fitting shop at Pittsburg, Kans., has received his patent papers for a swinging, flexible joint, an invention of his own, and in addition was complimented as to its convenience, etc. There is no rubber in its makeup, but it is wholly of brass. It can be used not only in railroading, but is applicable wherever a flexible joint is used. While the material used is brass, malleable steel can be used. The intention of the joint, however, is for the coupling of water, air or steam pipes. The scarcity of rubber has caused mechanics to study for something that can be used and a number of the swinging and flexible joints have been patented in the past two or three years.

Mr. W. A. Bishop, foreman of the engine painters at the Pittsburg shops, and his wife have been at Rochester, N. Y., where Mr. Bishop went as delegate to the general assembly of Painters, Decorators and Paper Hangers. After the close of the convention visits were made in Buffalo and Chicago.

Mr. C. J. Burkholder, traveling engineer of Pittsburg, Kans., and **Mr. Ed Williams**, traveling engineer on the south end, have returned from Chicago where they attended the convention of traveling engineers.

Mr. J. W. Norton, city passenger and ticket agent at Shreveport, La., has returned from his vacation spent in the East. He and his wife visited Washington and other cities, and had a very pleasant trip.

Mr. Harve Lowery, of the Car Department at Pittsburg, Kans., has been to Milwaukee, Wis., to attend the bi-annual convention of the Brotherhood of Carmen, as delegate.

Mr. W. H. Hynds, cashier in the freight office, Pittsburg, Kans., with his family, spent last Sunday with "Happy" Yarcho, ex-bill clerk, and his family at their country home south of Chicopee, and Mr. Hynds reports a splendid time. He says that "Happy" is living like a king. He has plenty of spring chickens large enough to eat, which would cost 80 cents each in the market. Plenty of other eatables are growing on the ground around close.

Mr. Archie Boydston has joined the ranks of the Kansas City Southern inventors and there is a big class of them. He has invented a new kind of gate to be used on the Mallet engines which is said to be of the sort of contrivance that might be worked successfully. Arrangements are being made to give it a test some time soon.

Mr. Charles Wiman, of the boiler shop, has broken the record of the number of rivets driven in a day. The former record was 126 in a half day, but in Wiman's record for the day was 261.

Mr. and Mrs. Will Brown and family have removed to Shreveport, La., from Port Arthur, Texas, and are pleasantly located with Mrs. M. F. Bookout, of West College street, in Queensborough, where they have taken rooms for light housekeeping.

Mr. Brown is a popular conductor on the K. C. S., and the people of Queensborough are much pleased to have them as neighbors.

Mr. W. G. Ripley, who has been traveling auditor for the Southern for the past three or four years, has resigned the place to become agent at the Heavener, Okla., sta-

tion, and has assumed his new duties. Mr. Ripley has been railroading for the past 25 years and during a greater part of that time he has been with the Southern in various capacities. He makes the change in order to get away from the inconvenience of being away from home.

Mr. W. M. Bosworth, mechanical engineer of Pittsburg, Kans., and his family, visited Atlantic City, N. J., where they attended the annual convention of Master Car Builders and Master Mechanics. The family remained in the East nearly all summer but Mr. Bosworth returned home at the close of the convention.

Mr. R. W. Erskine, of the Pittsburg shops, has gone to Sylvia, Ill., where he has been asked to come and equip several Rock Island engines at that place with his patent Convertible blow-off cock and check valve. He will go from there to Chicago where he will equip some engines for a road running out of there. His device has been thoroughly tested by the Kansas City Southern and is pronounced a success by the road.

C. L. Deckard, machine foreman of Pittsburg shops, has returned from his outing, which he spent with his family on the banks of the Neosho River at Neosho Park. Since he came back he has been telling some interesting fishing stories. The largest fish was of the cat variety and weighed, uncleaned, 46 pounds. This monster of the raging Neosho furnished fish steak for the entire party for three or four days besides that which was given away to others who were at the park.

Arthur Stuckey, of the K. C. S. dispatcher's office, Texarkana, Tex., with his wife and baby, returned this morning from a month's vacation spent principally in California. While away they visited in San Antonio, El Paso, Los Angeles, Sacramento, San Francisco and other points in California. They report having had a most pleasant trip and seeing much beautiful country, and return to Texarkana better satisfied than ever. Stuckey will resume his duties in the K. C. S. offices in a few days.

Mr. Charles W. Bugbee, who has been shop superintendent at Pittsburg, Kans., for the past two or three years, has resigned his position, effective Oct. 1, to accept a position with the Ingersoll-Rand Drill Company of Pittsburgh, Penn., with headquar-

ters in Pittsburgh, to take over their railway work of air compressors and air tools. Who will succeed Mr. Bugbee has not yet been decided upon. But it has been given out by G. F. Hess, superintendent of machinery, that he will be a Kansas City Southern employee, and not any one brought from some other road. Mr. Bugbee has been with the Kansas City Southern road for a number of years and will leave a large circle of friends when he goes to his new place.

Mr. Bugbee has the distinction of being the first apprentice machinist who ever entered the Kansas City Southern shops. He began in that capacity on June 1, 1894. He worked four years and left the service of the company as a finished machinist on June 16, 1898, and in October, 1910, and returned to the Kansas City Southern as a machinist in the shops, and on December 12th of the same year he was promoted to be roundhouse foreman, and on December 22d of the same year was made machine foreman, and on July 26, 1911, was promoted to be shop superintendent.

Mr. George S. Schleyer, president and general manager of the Texas Lines, of the Frisco system, who recently was appointed one of the receivers for the Frisco lines in Texas, was formerly chief train dispatcher for the Kansas City Southern when it was the Kansas City, Pittsburg & Gulf. He came to the road from the Frisco train dispatcher's office in Monett and was located at Pittsburg, Kan., for nearly two years, and is well known among the older residents and train and engine men of the city. When he left the Southern he returned to the Frisco as assistant superintendent at Fort Smith, and through gradual promotion, he has reached his present position. He has a number of friends on the Southern among the old timers who express their pleasure at his promotion.

LIGHTNING KILLED A K. C. S. FIREMAN.

Mr. O. A. Farmer, a fireman on the Kansas City Southern on the third district, was killed by lightning recently at Sallisaw, Okla., while on duty. He was coming north as fireman on No. 4 passenger train which reached Sallisaw at 8 o'clock p. m. The train had left the station and stopped at the coal chutes located about 100 yards north of the station and it was while Farmer was out on the tender looking after

the coal that the lightning bolt killed him instantly. His engineer was shocked for a minute or two and when he recovered he looked around for the fireman and saw him lying out on the top of the coal. The engineer called to him but, receiving no answer, hurried out to investigate and found the fireman lifeless. A small burned spot on top of the head and a brown spot on his temple were all that told of the lightning's work.

The engineer notified the crew and the body was taken off and taken in charge by an undertaker after an examination was made by the acting coroner. The body was sent to the home of the fireman in Mena, Ark., where his parents live.

Farmer was about 26 years of age and unmarried and had been on the third district for the past six years. His run was between Heavener and Watts, Okla. No. 4 which is due here at 2:40 a. m., was two hours late caused by waiting for a relief fireman to go to Sallisaw from Watts.

F. J. ROSBACH, SR., CALLED TO REST AFTER LONG ILLNESS.

Mr. F. J. Rosbach, Sr., one of the most popular K. C. S. locomotive engineers and highly respected citizens of De Queen, passed away at his home in this city July 10, 1913.

Mr. Rosbach was born in Camden, N. J., and at the time of his death was 57 years old.

Mr. Rosbach had been in poor health for a long time, and recently made a trip to Marlin, Texas, with the hope of receiving benefit, but upon his return home grew gradually worse.

During a residence in De Queen for the past three years, Mr. Rosbach won many friends, who learned to esteem him highly. His affable manners and genial disposition made strong the ties that bound him to his fellow workmen and all others with whom he came in contact.

Mr. Rosbach is survived by his wife, one son, F. J., Jr., and two daughters, Mrs. J. A. Wise of De Queen, and Mrs. Merle Edwards, of Port Arthur, Texas.

FOR GIRLS TRAVELING.

New York.—Plans for a unification of the twenty-eight or more organizations engaged in travelers' aid work in this country are under way, as a result of recent disclosures showing the magnitude of the white slave traffic and the unceasing activity of its agents.

In New York the Young Women's Christian Association, the pioneer body in travelers' aid work, has taken the lead in the move for unifying the work of the twenty-eight organizations.

One of the questions discussed at a conference was the placing in every railroad and street railway car and station in the United States a list of warnings to girls, of which the following are examples:

Girls should never speak to strangers, either men or women, in the street, in shops, in stations, in trains, in lonely country roads or in places of amusement.

Girls should never ask the way of any but officials on duty, such as policemen, railway officials or postmen.

Girls should never stay to help a woman who apparently faints at their feet in the street, but should immediately call a policeman to her aid.

Girls should never accept an invitation to join a Sunday school or bible class given to them by strangers, even if the strangers are wearing the dress of sisters or nuns or are in clerical attire.

Girls should never go to an address given to them by a stranger.

Girls should never go with a stranger even if the stranger is dressed as a hospital nurse, or believe stories of their relatives having suffered accident or having been taken ill suddenly, as this is a common device to kidnap girls.

Girls should never accept candy, food, a glass of water or smell flowers offered to them by strangers. Neither should they buy scents or food or candy at their doors. Any of those things may contain drugs.

Girls should never take situations without first making inquiries through a society active or affiliated in travelers' aid work.

Girls should never go to any large town even for one night, without knowing of a safe lodging.

"Between the rails of a railroad there are, ordinarily, just four feet eight inches and a half, and the balance of the unsafe space does not exceed three feet; yet with all the rest of the world to stand and walk on, some 11,000 people every year find it necessary to their employment to end their days, or their health, on this narrow strip of land."

DON'TS FOR TRAVELING PASSENGER AGENTS.

Don't misrepresent your line to secure a passenger. The passenger may travel again and you won't get him. Come clean and you will always win out.

Don't do business over the telephone and tender expense account for buggy trip or auto; call on prospect and walk if not too far.

Don't take a 9 a. m. train for next town when you can take a 6 a. m. train. You can cover more territory and secure more business by starting early.

Don't roast your competitor's line. Every knock is a boost.

Don't make a habit of roasting a town and its hotels. The ticket agent or your prospect may be interested in the town; also hotel walls have ears.

Don't see how many tickets you can secure on Monday and Tuesday and lay off the rest of the week.

Don't be a tight wad with ticket and passenger agents. Be a good fellow, but not extravagant.

Don't brag about the business you secure. People know too much about you anyway.

When everything seems wrong, bad news from home, babies sick, wife sick, no expense account from headquarters, still hustle for business with a grin on your mug. You will be successful and forget your troubles.—"Soo Line" Bulletin.

WHAT SAFETY FIRST MEANS TO THE RAILROAD EMPLOYEE.

A careful analysis of the railroad accidents of any American railroad for a month or for a year will bring out the fact that fully 85 per cent of them are preventable if the employees themselves will take sufficient interest in their personal safety to stop dangerous practices.

A railroad employee, hurrying across multitudinous tracks and between numerous trains in busy terminals, alone save for the light of a lantern which is used to signal his way about; a brakeman climbing across the tops of swaying cars; an engineer and fireman in train service and a shop mechanic working about huge locomotives and cars being built and repaired are all classed as engaged in hazardous character of employment. It is to throw greater safeguards around these men, as well as to protect the lives of the traveling public entrusted to their care, that the safety campaign is being carried on. In railroad employment men become accustomed to the dangers about them and forgetful of taking the necessary precautions for their own protection. They become accustomed to seeing engines and trains passing through yards without the bell ringing; to employees jumping on or off the steps of cars and engines caked

with ice in the winter; to seeing their fellow employees kick the couplers of cars and engines with their feet when making a coupling. The educational work which is being done under the safety plan brings the employees face to face with everyday dangers and thus makes them think twice before taking unnecessary risks.

Only 19 per cent of all railway employees fatally injured in the past year were killed in train accidents, and this includes all the minor accidents, such as car sidwiped in the yards, striking cars too hard, etc., and not entirely due to collisions or derailments, as many think; in other words, over 80 per cent were fatally injured in other than train accidents.

TO THE PUBLIC.

Your Assistance to "Prevent Injury" Is Solicited.

Reasonable precaution will prevent many personal injuries.

It is not a wise thing to cross ahead of an approaching train and then wait for your friend who did not take that chance.

Never board or leave a moving train. Wait until it stops.

It is dangerous to allow children to play on the tracks at any time or place.

Never stand too close to the track while a train is passing.

Never leave a train on side opposite the station or place where passengers are properly discharged.

Do not ride on the platforms. Ride inside.

Do not leave hand baggage or packages in the aisles of cars, as people fall over them.

Do not expose head or arms out of car windows to objects that might cause serious injury or death.

HINTS TO SHOPMEN.

Your co-operation to make this the safest shop in America is solicited. Keep a lookout for danger. Prevent injury.

No machine is safe in the hands of an unsafe man.

Run the machine. Don't let the machine run you.

It is dangerous to wear four-in-hand or flowing neckties in the shops and about machines.

Wear your jumpers inside your overall bib. Be safe.

Have your jumper sleeves tight-fitting at the wrists. Loose sleeves are dangerous.

The wearing of gloves is dangerous and they should be removed while working in the shops about machines.

It is your duty to repair, or report to your foreman or other official in charge, any defects in the tools or machinery before using them.

Don't work with a careless fellow. Tell him of his faults. If he insists on being careless, tell the foreman.

Safety guards belonging to machines should always be replaced after having been removed for cleaning the machine, repairs or other purposes.

To avoid injury is a duty that you owe your family, yourself and your employer.

Endeavor to "prevent injury" to yourself and others.

WESTERN MARYLAND—SAFETY FIRST.

Adhering to the progressive policy which has been inaugurated by the present management, the Western Maryland Railway Company makes known its intention of establishing the safety first system on the entire road just as soon as a selection can be made of a suitable man to take charge of this highly important work. The fact that the company contemplates starting the safety movement on the Western Maryland, with the view to throwing additional safeguards around the traveling public, as well as railroad employees, was made known by General Superintendent A. R. Merrick, who is deeply interested in the safety work which is now in progress in various parts of the country.

Mr. Merrick has kept in close touch with the results which have been obtained by the adoption of safety first ideas, and has viewed the situation thoroughly during his connection with the Western Maryland. The general superintendent is in hearty sympathy with the movement which has been launched by some of the railroads, and he is of the opinion that many benefits will accrue by the inauguration of some similar system on the Western Maryland. Mr. Merrick is interested in the safety first idea, not only as applied to train operations, but to all departments where the lives of employees are endangered, and he is now looking around for a suitable man to take hold of this movement and make the work effective on the Western Maryland lines.

"The safety first work," remarked General Superintendent Merrick, "will begin on

the Western Maryland just as soon as I can decide on the proper person to carry on this work and push it so that the best results can be obtained by us. I am in perfect accord with safety movements now under way on some of the lines. It is a splendid work. The railroads should be commended for endeavoring to lessen fatalities, not only in the matter of train operations, but in the shops, along the roads, or elsewhere, where human lives are endangered on railroad property. The railroads of the country are anxious to reduce the loss of life to a minimum, and the very best thought and time are being devoted to this absorbing question. The Western Maryland, by showing its willingness to institute the safety first system, is following progressive lines. We realize the importance of this work, and as soon as the necessary arrangements can be made, the movement will begin on the Western Maryland."

THE LITTLE ACCIDENTS.

Writing in Leslie's of railroad accidents, Homer Croy remarks: "The big cause of injuries is the little accident. It is not the big wrecks that bring up the figures, but the slips of carelessness. A yard man stands in front of the switch engine between the rails, and swings up on the footboard. He does this for five years with never a mishap. Then one morning, when the footboard is covered with ice, his foot twists and he slips—and his oldest son is taken out of school to help support the family. Of course, the right way is to stand outside of the rails and swing on; if he slips, then he will suffer nothing more than a jar—he will not go down between the rails.

"A yard man is running along by the side of a car and is just about to swing up when he stumbles over a chunk of coal and goes under the wheels. A loose board is left unattended on the roof of a box car; a brakeman coming along stubs his toe and pitches off headlong into the night. These are the little accidents that make the widows.

"The New York Central is one of the roads that teaches the men to be careful of the little accident through committees of safety. This company has sixty of these committees with an aggregate membership of 900 men. They wear a button and report all lapses on the part of the employees. A member of the committee of safety has authority over a man of his rank who is not a member. For instance, if a track walker who is a member of the

committee sees another track walker taking a chance, he reports him for his carelessness. Then the careless track walker is laid off for fifteen days. There is nothing like cutting off a man's pay for a couple of weeks to teach him to get over his careless habits."

SOME RULES FOR TRAINMEN.

If They're Obeyed Trouble and Perhaps Lives Will Be Saved.

Rules that are not down on the time card are suggested to the employees of the Kansas City Southern which, if followed out, will save much trouble and may save lives. These safety rules are occasionally given to the employees as a benefit to them and are received as such. Some of those recently given out for the benefit of the trainmen are about as follows:

"Don't try to open knuckles as cars are about to come together. It takes less time to explain why you were late than to make out an accident report. Never go under a train without being sure your engineer knows where you are. When using stepping boxes always say to your passengers, "Watch your step." Study your schedule, but always remember that your book of rules contains some mighty interesting reading matter. When necessary to do back flagging, remember the lives of many persons are dependent upon you; therefore, be sure you go back far enough. Be sure to warn teamsters and others working in and about cars before coupling to or moving cars. Men who are working in cars often want to stay inside while cars are being moved. Don't allow this. Report all defects in equipment and then its up to the other fellow to make the necessary repairs. If an accident happens it will not be your fault. The conductor is in charge of the train. Let all men understand that. A good conductor sees that the men attend to business. Don't get careless in walking through yards. Many experienced trainmen are run over by trains; it may be your turn next if you don't use your eyes and ears when on or about tracks. Don't go between moving cars or engine and car for any purpose whatever. The usual reason for going between cars while moving is to turn an angle cock or lift a pin, when the lever does not work. Wait until the cars stop. The few seconds' time required is a good investment. Many persons are killed every year by failure to heed this caution."

LAND AND REAL ESTATE AGENTS ALONG THE KANSAS CITY SOUTHERN RY.

The Kansas City Southern Railway Company has no lands to sell and is not financially interested in any way in the sale of lands along its line. The following named land and real estate agents are not agents of the Kansas City Southern Railway Company and handle lands entirely on their own responsibility, but are recommended to the Company as reputable men engaged in the real estate business in the various cities and towns along the line.

- Allene, Ark.—Allene Real Estate Co.
 Amoret, Mo.—C. H. Hutchins.
 Amoret, Mo.—Bowman & Co.
 Amsterdam, Mo.—J. D. Sage.
 Anderson, Mo.—Anderson Real Estate Co.
 Anderson, Mo.—Geo. W. Mitchell.
 Ashdown, Ark.—Southern Realty & Trust Co.
 Atlanta, Tex.—Westbrook & Willoughby.
 Ballard, Okla.—Ballard Real Estate Co.
 Beaumont, Tex.—Bevil & Quinn.
 Beaumont, Tex.—Bryan & Vauchetlet.
 Beaumont, Tex.—Helsig & Smeiker.
 Beaumont, Tex.—Junker & Edwards.
 Beaumont, Tex.—Theodore Helsig.
 Beaumont, Tex.—Oswald Realty Co.
 Beaumont, Tex.—Henry & Weaver.
 Beaumont, Tex.—Jno. M. Lowrey.
 Beaumont, Tex.—W. A. & W. W. Ward.
 Beaumont, Tex.—Lloyd M. Blanchette.
 Beaumont, Tex.—Wilson & Featherstone.
 Benson, La.—A. M. Hale.
 Benson, La.—Walter Nolan.
 Benson, La.—D. H. Sebastian.
 Benson, La.—Southwestern Development & Investment Co., 330 Midland Building, Kansas City, Mo.
 Bentonville, Ark.—C. R. Craig.
 Blanchard, La.—J. F. White.
 Bloomburg, Tex.—J. M. Jones.
 Bloomburg, Tex.—Rhoades Bros.
 Carson, La.—American Farm Land Co., Commerce Bldg., Kansas City, Mo.
 Cleveland, Mo.—I. N. Kircher.
 Converse, La.—G. I. Paul.
 Cove, Ark.—W. J. Barton.
 Cove, Ark.—C. H. Wing, 851 N. Y. Life Bldg., Kansas City, Mo.
 Cove, Ark.—A. M. Parker.
 Decatur, Ark.—H. N. Weaver.
 De Queen, Ark.—Farmers & Merchants Bank & Trust Co.
 De Queen, Ark.—H. C. Towson.
 De Queen, Ark.—Garrison & Co.
 De Queen, Ark.—W. R. Sossamon.
 De Queen, Ark.—Carlton & White.
 De Queen, Ark.—Lewis W. Osborne.
 De Queen, Ark.—Weatherwax & Co.
 De Queen, Ark.—W. P. Andrews.
 De Queen, Ark.—E. D. Stewart.
 De Queen, Ark.—Fred J. Leeper.
 De Quincy, La.—O. T. Maxwell.
 De Quincy, La.—De Quincy Land Company.
 De Quincy, La.—Matt Lilleburg.
 De Ridder, La.—Frank V. Howard.
 De Ridder, La.—J. E. McMahon.
 De Ridder, La.—Robert Jones.
 De Ridder, La.—De Ridder Realty and Collecting Agency.
 De Ridder, La.—J. W. Tooke.
 De Ridder, La.—American Farm Land Co., Commerce Bldg., Kansas City, Mo.
 Drexel, Mo.—Depue & Hill.
 Drexel, Mo.—J. B. Wilson.
 Drexel, Mo.—W. P. Jones.
 Eagleton, Ark.—F. W. Blanchard.
 Elizabeth, La.—Industrial Lumber Co.
 Elk Springs, Mo.—John W. Miller.
 Fisher, La.—Louisiana Long Leaf Lumber Co.
 Fort Smith, Ark.—C. W. L. Armour.
 Fort Smith, Ark.—Cravens & Walker.
 Fort Smith, Ark.—Kelly Trust Co.
 Fort Smith, Ark.—Fort Smith Bank & Trust Co.
 Fort Smith, Ark.—Arkansas Valley Trust Co.
 Fort Smith, Ark.—Reutzel & Trusty.
 Fort Smith, Ark.—Charles P. Yaden.
 Fort Smith, Ark.—Lymman Real Estate Co.
 Frierson, La.—The Frierson Co., Ltd.
 Gentry, Ark.—Gentry Realty Co.
 Gentry, Ark.—Griffin & Wasson.
 Gentry, Ark.—John Landgraf.
 Gentry, Ark.—Sullivan & Happy.
 Gillham, Ark.—Sinclair & Roberson.
 Goodman, Mo.—T. W. Roberts & Co.
 Goodman, Mo.—J. O. Pogue.
 Goodman, Mo.—G. W. Whited.
 Goodman, Mo.—J. B. Welsh & Co., Finance Bldg., Kansas City, Mo.
 Grandview, Mo.—W. M. Dyer.
 Granniss, Ark.—E. H. Poe.
 Granniss, Ark.—Hogan & Coyle.
 Granniss, Ark.—John P. Logan.
 Gravette, Ark.—D. Carler.
 Gravette, Ark.—J. T. Oswalt.
 Gravette, Ark.—Wm. Fraser.
 Gravette, Ark.—W. Hustin.
 Hatfield, Ark.—Arnold & Trigg.
 Hatton, Ark.—N. L. Harvey.
 Heavener, Okla.—Yandell & Steward.
 Heavener, Okla.—W. F. Colnon.
 Heavener, Okla.—Wilson & Layne.
 Horatio, Ark.—Porter Land Co.
 Horatio, Ark.—Frank W. Dauron.
 Horatio, Ark.—G. W. Cleveland.
 Hornbeck, La.—L. D. Woosley.
 Hornbeck, La.—D. B. Pate.
 Howe, Okla.—John Begley.
 Howe, Okla.—C. E. McCartney.
 Howe, Okla.—State Bank & Trust Co.
 Hume, Mo.—H. C. Curtis.
 Hume, Mo.—Wayts & Beadles.
 Jaudon, Mo.—E. S. Harrison.
 Joplin, Mo.—McDonald Land & Mining Co.
 Joplin, Mo.—Marion Staples.
 Joplin, Mo.—Pile & Perry.
 Joplin, Mo.—Conqueror Trust Co.
 Joplin, Mo.—S. H. & Roy E. Stephens.
 Joplin, Mo.—St. Paul Mining Co.
 Joplin, Mo.—W. H. Dalton.
 Joplin, Mo.—Fowler Realty Co.
 Kings, Ark.—Wm. Dunham.
 Kingston, La.—D. B. Means.
 Lake Charles, La.—Dees-West Co.
 Lake Charles, La.—R. L. Coleman.
 Lake Charles, La.—H. F. Von Phul.
 Lake Charles, La.—Leon & E. A. Chavanne.
 Lake Charles, La.—H. M. Chitwood.
 Lake Charles, La.—W. K. Banker.
 Lake Charles, La.—O. S. Dolby.
 Lake Charles, La.—J. B. Watkins.
 Lake Charles, La.—Hammond & Wentz.
 Lake Charles, La.—C. S. Nabors.
 Lake Charles, La.—J. B. Vickers & Co.
 Lanagan, Mo.—C. R. Wortham.
 Lanagan, Mo.—Frank B. Dolson.
 Leesville, La.—P. G. Pye & Co.
 Leesville, La.—McFarland & Wintle.
 Leesville, La.—Lee McAlpin.
 Leesville, La.—Hicks Abstract & Realty Co.
 Lockesburg, Ark.—A. Rawlins.
 Lockesburg, Ark.—G. A. Nall.
 Mansfield, Ark.—Fred Britton.
 Marble City, Okla.—Barry Dotson.
 Mena, Ark.—Dennis, Kelly & Stratton.
 Mena, Ark.—John H. Hamilton.
 Mena, Ark.—J. H. Allen.
 Mena, Ark.—Homeseekers' Information Bureau.
 Mena, Ark.—Fred Van Wagner.
 Mena, Ark.—M. B. Legate.
 Mena, Ark.—W. A. Ragland.
 Merwin, Mo.—C. H. Stip.
 Merwin, Mo.—H. E. Long.
 Mineral, Ark.—H. H. Lovell.
 Neosho, Mo.—S. L. Davis.
 Neosho, Mo.—R. B. Rudy.
 Neosho, Mo.—Beeler & Beeler.
 Neosho, Mo.—Bennett & Banks Fruit Land Co.
 Noel, Mo.—H. C. Alexander.
 Noel, Mo.—Noel Realty Co.

Panama, Okla.—E. G. Goodnight.
 Pittsburg, Kan.—J. C. Armstrong.
 Pittsburg, Kan.—H. M. Scott.
 Pittsburg, Kan.—Moore & Cropper.
 Pickering, La.—J. D. La Brie, Keith & Perry Bldg., Kansas City, Mo.
 Port Arthur, Tex.—Port Arthur Land Co.
 Poteau, Okla.—R. E. Patrick.
 Poteau, Okla.—Tom Wall.
 Poteau, Okla.—Wyley Lowrey.
 Poteau, Okla.—W. H. Harrison.
 Poteau, Okla.—Poteau Valley Realty Co., F. W. Bird, Mgr.
 Poteau, Okla.—A. H. Crouthamel.
 Poteau, Okla.—W. C. Beesley.
 Poteau, Okla.—A. E. Deason.
 Ravanna, Ark.—Ravanna Land Co.
 Richards, Mo.—E. E. Croft.
 Sallisaw, Okla.—Sallisaw Realty Co.
 Shreveport, La.—L. E. Tignor.
 Shreveport, La.—J. G. Hester, 512 Market St.
 Shreveport, La.—Queensboro Land Co.
 Shreveport, La.—S. B. Simon.
 Shreveport, La.—T. L. Hammett.
 Shreveport, La.—G. E. Gilmer, American National Bank Bldg.
 Shreveport, La.—Walter H. Polk.
 Shreveport, La.—La. R. E. & Develop. Co.
 Shreveport, La.—Ragsdale R. E. Exchange.
 Shreveport, La.—Emery Bros.
 Shreveport, La.—Louisiana Land & Immigration Co.
 Shreveport, La.—Willis A. Adams, 105 Majestic Bldg.
 Shreveport, La.—Brooks & Mason Realty Co., 211 Com. Nat'l Bank Bldg.
 Shreveport, La.—F. M. Bates.
 Shreveport, La.—W. C. Evans Realty Co.
 Shreveport, La.—Ratcliff Bros.
 Shreveport, La.—Southern Investment Co.
 Shreveport, La.—Southern Realty Co.
 Shreveport, La.—Means & Miller, 405 Hutchinson Bldg.
 Shreveport, La.—J. P. Allen, 1018 Commercial National Bank Bldg.
 Siloam Springs, Ark.—Bank of Commerce.
 Siloam Springs, Ark.—Shannon Realty Co.
 Siloam Springs, Ark.—Dunlap & Sons.
 Siloam Springs, Ark.—L. P. Moss.
 Siloam Springs, Ark.—J. A. Petty.
 Siloam Springs, Ark.—Oklahoma Realty Co.
 Siloam Springs, Ark.—J. R. Brockman.
 Siloam Springs, Ark.—Perkins & McReynolds.
 South Mansfield, La.—De Soto Industrial Co., J. C. Yarbrough, Secy.
 South Mansfield, La.—South Mansfield Realty Company.
 Spiro, Okla.—Hickman & Harris.
 Spiro, Okla.—G. M. Derryberry.
 Spiro, Okla.—Cassady Real Estate Co.

Starks, La.—Chas. Batchelor.
 Starks, La.—V. C. Clark.
 Stilwell, Okla.—W. H. Davis.
 Stilwell, Okla.—Blanco & Corley.
 Stilwell, Okla.—R. R. McCloud.
 Stilwell, Okla.—Stilwell Land Co.
 Stilwell, Okla.—Joe M. Lynch.
 Stilwell, Okla.—Wyly & Anderson.
 Stotesbury, Mo.—F. E. Croft.
 Stotesbury, Mo.—J. G. Rennie.
 Sulphur Springs, Ark.—S. O. Whaley.
 Texarkana, Ark.—Tex.—M. C. Wade, 305 State National Bank Bldg.
 Texarkana, Ark.—Tex.—W. H. Ward, 219 State National Bank Bldg.
 Texarkana, Ark.—Tex.—G. H. Hays, 115 East Broad St.
 Texarkana, Ark.—Tex.—Ralph Moore, 122 East Broad St.
 Texarkana, Ark.—Tex.—Texarkana Trust Co.
 Texarkana, Tex.—F. A. Simonds, 219 Vine St.
 Texarkana, Tex.—W. G. Hancock, Rialto Bldg.
 Texarkana, Tex.—G. Less Co.
 Texarkana, Tex.—E. W. Dowd, 1602 County Ave.
 Vandervoort, Ark.—W. T. Kelsey.
 Vivian, La.—A. F. Powell.
 Waldron, Ark.—Frank Bates.
 Waldron, Ark.—Wilson & Myers.
 Waldron, Ark.—Fourche Valley Land Co., T. W. Stone, Manager.
 Watts, Okla.—Watts Townsite Co.
 Watts, Okla.—M. M. Edmiston.
 West Lake, La.—Locke-Moore & Co.
 Westville, Okla.—T. E. Sheffield.
 Westville, Okla.—B. W. Shacklett.
 Westville, Okla.—P. J. Dore.
 Westville, Okla.—W. J. Foreman.
 Westville, Okla.—Westville Land Co.
 Westville, Okla.—White, Stanley & Thompson.
 Wickes, Ark.—L. C. Wilson.
 Wilton, Ark.—A. Kennen.
 Wilton, Ark.—Wilton Land & Investment Co.
 Wilton, Ark.—J. C. Sasser.
 Winthrop, Ark.—Sessums Land Co.
 Winthrop, Ark.—Black & Harris.
 Zwolle, La.—L. G. Byerly Land Co., 1019 Commerce Bldg., Kansas City, Mo.
 Zwolle, La.—R. L. Gay & Co.
 Zwolle, La.—H. C. Pruitt.
 Zwolle, La.—H. A. Miner.

Indian Lands, Oklahoma.

J. G. Wright, Commissioner to the Five Civilized Tribes, Muskogee, Okla.
 Dana H. Kelsey, U. S. Indian Agent, Muskogee, Okla.

U. S. Homestead Lands in Arkansas.

Receiver, U. S. Land Office, Camden, Ark.

COMMERCIAL ASSOCIATIONS

Amsterdam, Mo.—Commercial Club, John H. Braden, Sec'y.
 Anderson, Mo.—Commercial Club, R. C. Wade, Secy.
 Ashdown, Ark.—Little River County Bank, W. C. Martin, Cashier.
 Beaumont, Tex.—Chamber of Commerce, T. W. Larkin, Secy.
 Fort Smith, Ark.—Commercial League, C. W. L. Armour, Secy.
 Gravette, Ark.—Commercial Club, Herb Lewis, Secy.
 Heavener, Okla.—Ten Thousand Club, W. S. Barwick, Secy.
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Five to seven tons of alfalfa per acre.

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Little River County, Ark., has within its borders the valleys of Red River, Little River and their numerous tributaries, and more than half of its area is good bottom or second bottom land. Three railways traverse the county, and no tract is more than ten miles from a railroad, and with the extension of the M. D. & G. Railway westward no tract will be more than six miles distant. Nearly every acre in this county is tillable land, and there are no rocky or hilly lands in the county.

Splendid little towns are scattered throughout the county, and there are good schools and churches in every neighborhood. Public health is good. Improvements cost less than one-third of what they do in other localities, because building material is very cheap. Our taxes are extremely low, and lands of the best quality can be had at prices ranging from \$10 to \$35 per acre, some lands cheaper.

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